

INTRODUCTION

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a Project Planning Study on MD 5 (Branch Avenue), from south of the US 301/MD 5 Interchange to north of the I-95/I-495 Capital Beltway Interchange. 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.

PURPOSE OF THE WORKSHOP

The purpose of the Alternates Public Workshop is to familiarize interested citizens with the MD 5 Corridor Transportation Study. Each attendee can conduct a self-paced review of important project information. You will also have the opportunity to visit project information displays, which include maps depicting alternatives currently under consideration, traffic data, and environmental impacts. Project team members will be available to receive comments and answer your questions. Please note that there will be no formal presentation given by SHA.

The Project Team will use the comments received to help determine which alternatives will be carried to the next phase of the study.

HOW TO PROVIDE COMMENTS ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input during the Project Planning Process. These studies are preliminary and appropriate changes can be made after comments are received and evaluated. You may choose to provide verbal or written comments to SHA representatives at the workshop or submit your comments by filling out the pre-addressed, postage-paid comment form included in this brochure. Additional copies of the questionnaire/comment form will be available at the workshop.

PROJECT MAILING LIST

If you wish to have your name placed on the project mailing list, you may do so by completing the enclosed mailer or by giving your information to the receptionist at the workshop. If you have submitted your name and address previously by postcard or other means, or if you have already received this brochure in the mail, then you have already been included on the project mailing list and do not need to resubmit.

PROGRAM STATUS

The MD 5 Corridor Transportation Study is included in the Development and Evaluation Program of the Fiscal Year 2006-2011 Consolidated Transportation Program (CTP) for Project Planning only.

If a build alternative is selected and receives environmental and design approvals, the project may become eligible for future funding for Final Design, Right-of-Way Acquisition, and Construction.

PROJECT HISTORY

A Final Environmental Impact Statement for MD 5 from US 301 at T.B. to I-95/I-495 was completed in 1988, which identified several transportation solutions, including widening to three lanes per direction and upgrading to a fully access controlled facility. These improvements were implemented north of Surratts Road in the 1990's. That project also identified the need for the construction of interchanges at the Surratts Road, Earnshaw Drive, and MD 373/MD 381 intersections. Recently, the MD 5/MD 373/MD 381 intersection received additional funding for the Final Design phase.

The MD 5 corridor was also 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 to 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.

PURPOSE OF THE STUDY

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

PROJECT NEED

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

Traffic Operations

Traffic volumes generally increase along MD 5 moving from south to north as traffic access MD 5 to get to I-95/I-495 (Capital Beltway) and Washington, D.C. as shown in Table 1. 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.

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

Level of Service (LOS) analyses for 2004 and 2030 were performed. 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. LOS F represents conditions in which there are operational breakdowns with stop and go traffic and extremely long delays at signalized intersections.

As shown in gray on Table 2, in 2004, all five of the at-grade intersections analyzed along MD 5 operated at a LOS F for one peak of the day. 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. By 2030, 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.

Table 2 2004 (Existing) and 2030 (No-Build) 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	No-Build 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)

Safety

The crash history for the MD 5 corridor was obtained for years 2001 through 2003 (2001 to 2004 for the two sections from Manchester Drive to Auth Road). A total of 781 crashes have occurred along the corridor within the time period. Of these crashes, eight were fatal, 340 were injury, and 433 were property damage. Four of the eight fatal crashes occurred between the US 301/MD 5 interchange and MD 223, which is currently partially access controlled.

From Manchester Drive to Capital Beltway and

from Capital Beltway to Auth Road, these 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. 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. MD 337 to Manchester Drive has alcohol related crashes significantly higher than the statewide rate also. 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.

Land Use

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 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 intensely developed than the northern portion. This portion of the corridor includes land uses of 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 largely serve as bedroom communities to Washington, D.C.

Transit

Transit services operate along this corridor and include: bus service (Metrobus and The Bus), a park and ride lot, Metrorail service, and the Maryland Transit Administration (MTA) runs commuter bus routes along MD 5, but does not serve Prince George's County. The patrons of these transit services 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 as passengers using this roadway to reach the transit services. The Southern Maryland region is MTA's largest

and fastest growing region for ridership in the State. SHA is committed to working with the pertinent transportation agencies in the area to develop alternatives, which will take advantage of the current intermodal resources and look to enhance those capabilities.

COST EFFECTIVENESS

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 a high price in the time lost sitting in traffic. This same inconvenience is being experienced by Maryland's businesses that rely on the transportation network to move materials and goods; to have secure, safe, and reliable travel for their employees; and to conduct their daily business.

Travel on Maryland's highways has increased by 20 percent since 1995 – despite only a four percent increase in miles of highway lanes over the same period. This imbalance has contributed to the increase in traffic congestion, making the Baltimore-Washington region one of the worst areas in the country in the amount of time it takes for people to commute to work. In light of the State's severe fiscal constraints, creative approaches must be found to reduce the time and money lost on congested Maryland highways.

OTHER TRANSPORTATION PROJECTS

There are several other transportation projects located in the study area listed in the 2006-2011 Maryland Consolidated Transportation Program. These projects consist of the following:

- **I-495 Corridor Transportation Project** – This SHA planning study is evaluating potential alternatives on the Capital Beltway to improve regional mobility during the peak travel periods including Express Toll Lane (ETL) strategies.

- **MD 210 Multi-Modal Project** – This SHA planning study, completed in Summer 2005, 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 Final Design funding. A break-out project for the Kirby Hill Road/Livingston Road intersection is funded for Final Design.
- **US 301 Waldorf Area Planning Project** – This SHA planning study 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, which may include tolling.
- **MD 4 Corridor Project** – This SHA planning study, which was completed in 2000, evaluated alternatives to upgrading MD 4 to a freeway between MD 223 and the Capital Beltway. The Selected Alternative included widening of MD 4 and several interchanges. The proposed interchange at Suitland Parkway is partially funded in the 2006-2011 CTP. Prince George's 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 5 Branch Avenue Metro Access Project** – This SHA design project will provide improved access between the Branch Avenue Metro station and MD 5 and the Capital Beltway.

The Study Team is investigating a direct access ramp from the MD 5 northbound General Purpose/ETL/HOV lane to the Metro Access Road. The MD 5 Corridor Study team is coordinating the design of this interchange with the team for the Branch Avenue Metro Access Road project.
- **MD 5/MD 381/MD 373 Interchange Project** – This SHA design project will replace the current MD 381 and MD 373 intersections with MD 5 with an interchange connection.

- **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.

- Two-lane SB exit ramps at Coventry Way and MD 223 (Woodyard Road)
- Two-lane NB entry ramp at MD 223
- Allow inside shoulder use to provide enhanced bus service
- Four-way continuous flow intersection (CFI) at Surratts Road
- Four through lanes at Burch Hill / Earnshaw signalized intersection
- Four through lanes at a new Moores Road signalized intersection
- Park & ride and transit considerations

(See a depiction of this alternative on p. 14.)

ALTERNATIVE 3 – Expressway Upgrade South of MD 223

Alternative 3 would convert the remaining at-grade intersections into grade-separated interchanges and provide three through lanes in each direction throughout the entire corridor. This alternative would also provide the two missing movements to and from MD 5 and US 301.

(See typical section on p. 15.)

ALTERNATIVE 4 – Expressway Upgrade Entire Corridor

Alternative 4 would incorporate all of the improvements from Alternative 3. This alternative would also have four through lanes in each direction from north of Coventry Way to I-95/I-495. *(See typical section on p.16-17.)*

MANAGED LANES ALTERNATIVES

In addition to evaluating traditional widening alternatives, the MD 5 Corridor Transportation Study is also investigating Express Toll Lanes (ETL) and High Occupancy Vehicle (HOV) alternatives.

Express Toll Lanes help ease the impact of congestion by providing transportation improvements decades sooner than could otherwise be achieved, offering Marylanders an alternative to spending valuable time sitting in traffic, and facilitating sustainable travel options throughout the State.

EXISTING CONDITIONS

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. From the MD 223 interchange north to the Capital Beltway interchange, MD 5 becomes a six-lane divided highway with full access control.

ALTERNATIVES CURRENTLY UNDER CONSIDERATION

ALTERNATIVE 1 – No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short term improvements would occur as part of normal maintenance and safety projects. This alternative serves as a baseline for comparing the impacts and benefits associated with other alternatives. *(See typical section on p. 13.)*

ALTERNATIVE 2 – Transportation Systems Management (TSM)

The TSM Alternative consists of a series of modest improvements throughout the corridor to address the areas with greatest need at specific locations or segments of the roadway. TSM improvements generally could be implemented with relatively low costs and impacts. These improvements include the following:

- Combine acceleration and deceleration lanes into auxiliary lanes northbound (NB) and southbound (SB) between MD 223 and Coventry Way

WHAT ARE EXPRESS TOLL LANES?

The addition of Express Toll Lanes to MD 5 would give motorists the option of paying a toll to drive in separate, relatively free-flowing highway lanes on a given trip. This does not mean traditional toll roads with waits at tollbooths. Instead, tolls would be collected 100-percent electronically via the use of electronic transponders at highway speeds. Toll rates would vary based on demand – either by time of day or based on actual traffic conditions – increasing when the lanes are relatively full and decreasing when the lanes have extra capacity.

ALTERNATIVE 5 – Two-Lane Reversible ETL

This alternative would convert the remaining at-grade intersections into grade-separated interchanges. In addition, two new reversible express toll lanes (ETL) would be provided in the median with access only allowed at select locations. *(See typical section on p. 18.)*

ALTERNATIVE 6 – One to Two Lane ETL

This alternative would convert the remaining at-grade intersections into grade-separated interchanges. North of MD 223, this alternative would provide one additional ETL per direction and it would convert one existing general purpose lane per direction to an ETL. South of MD 223, this alternative would provide one additional ETL per direction and keep the existing two lanes per direction as general purpose lanes. *(See typical section on p. 19.)*

ALTERNATIVE 7 – Movable Barrier ETL

This alternative would convert the remaining at-grade intersections into grade-separated interchanges. North of MD 223, in the morning this alternative would provide one additional northbound ETL and convert one existing general purpose lane to an ETL. Southbound traffic would continue to have three general purpose lanes. In the evening, this alternative would provide one additional southbound ETL and convert one existing general purpose lane to an

ETL. Northbound traffic would continue to have three general purpose lanes. The transition from the morning period to the evening period would be made with a movable barrier. South of MD 223, one reversible ETL would be added in the median. *(See typical section on p. 20-21.)*

ALTERNATIVE 8 – HOV

The remaining at-grade intersections would be converted into grade-separated interchanges. This alternative would widen MD 5 with one additional lane to the inside in each direction along the whole corridor. This additional lane would be designated as a High Occupancy Vehicle (HOV) lane. *(See typical section on p. 22.)*

INTERCHANGE OPTIONS

Capital Beltway (I-95/I-495) Access Ramps

This interchange would provide direct access ramps for the ETL/ HOV/General Purpose lanes to access MD 5 and the Capital Beltway. The design of these ramps takes into consideration the future plans of the Capital Beltway as well as the interchange modifications currently under construction for the MD 5/Capital Beltway interchange. *(See interchange option on p. 23.)*

Woodyard Road (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 the 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. *(See interchange option on p. 23.)*

Surratts Road Interchange – Option A

The intersection of Surratts Road and MD 5 is currently an at-grade intersection with traffic signals. This option would create a grade separated interchange. Surratts Road would bridge over MD 5. Option A is a Modified Diamond Interchange similar to what was selected from the 1988 Final Environmental

ENVIRONMENTAL RESOURCE SUMMARY

Impact Statement (FEIS). Surratts Road would be slightly shifted to the north of the existing intersection. Ramps would be included for each movement to and from MD 5. Other improvements include removing the existing “S” curve on Surratts Road and also providing a second entrance to the Southern Maryland Hospital Center. (See *interchange option on p. 24.*)

Surratts Road Interchange – Option B

Option B is 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. Other improvements include removing the existing “S” curve on Surratts Road and also providing a second entrance to the Southern Maryland Hospital Center. (See *interchange option on p. 24.*)

Moore's Road/Earnshaw Drive/Burch Hill Road Interchange – Option A

Today, Moore's Road and Earnshaw Drive are both at-grade intersections with MD 5. Option A creates a Modified Diamond Interchange between the two existing intersections. This new interchange would have a bridge over MD 5 with ramps to access all directions of MD 5. (See *interchange option on p. 25.*)

Moore's Road/Earnshaw Drive/Burch Hill Road Interchange – Option B

Option B is also a grade separated interchange located between the two existing intersections. Two-way service roads would be constructed parallel along both northbound and southbound MD 5 between Moore's Road and Earnshaw Drive. A bridge would be built over MD 5 connecting the two service roads. Vehicles would use the service roads and bridge to access both directions along MD 5. (See *interchange option on p. 25.*)

Preliminary Costs

The options and alternatives currently under consideration in this study range in cost from \$150 to \$700 million. More detailed costs will be developed as the study moves forward.

An environmental inventory was conducted to identify the socioeconomic, cultural, and natural environmental resources within the study area. A more detailed evaluation of environmental impacts will be developed as part of the next phase of the Project Planning Process.

SOCIOECONOMIC RESOURCES

Existing land use is dominated by both residential and forested uses. Commercial and industrial development is common throughout the study area, including many businesses and business parks. There are multiple residential developments within and around the study area. Prince George's County certified Priority Funding Areas (PFAs) are present along the majority of the MD 5 corridor. PFA boundaries are located on both sides of MD 5 between the Capital Beltway and Piscataway Creek, and east and southeast of the Accokeek Road and Brandywine Road intersections at T.B. in the southern portion of the project area.

The study area is served by a bus service, a park and ride lot, and a Metrorail service. The Maryland Transit Administration (MTA) runs commuter bus routes between park and ride lots in communities in Charles and St. Mary's counties and the Washington, D.C. metro area. These buses do not provide services in Prince George's County, but travel on MD 5 through the study area.

The Washington Metropolitan Area Transit Authority (WMATA) 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 the project area. The WMATA bus routes provide service to the Branch Avenue Metrorail Station 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 called “The Bus” in the corridor 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 Project Team has assessed the least impactful alternative, Alternative 3 and the most impactful alternative, Alternative 6. Between 14.4 and 39.8 acres of additional right-of-way would be required for the build alternatives. In addition, both residential (7.2 - 32.2 acres) and commercial/industrial (4 - 4.4 acres) property displacements are anticipated with the build alternatives. The proposed project is consistent with Prince George's County's Approved General Plan (October 2002), and the following sub region master plans:

- 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)

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice (EJ) in the Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low income communities throughout the study area. Census data indicates that a higher than average percentage of minorities and persons living in poverty reside within the study area. The SHA will continue to address EJ requirements through its public outreach efforts.

The Piscataway Creek Stream Valley Park is located in the southwestern portion of the study area and is the only publicly-owned public park that borders MD 5 within the study limits. Only minor park impacts are anticipated, up to 0.2 acre. There are many publicly-owned public parks located within the vicinity of the study area, but impacts to these parks are not anticipated.

Francis T. Evans Elementary, Princeton Elementary, and Gwynn Park High are the public educational facilities located within the study area. Each school has outdoor recreational facilities that are primarily used during regular school hours, five days a week, with occasional night and weekend use by the public. Princeton Elementary School has a baseball diamond that is located on Maryland-National Capital Park and Planning Commission property. Impacts to these educational facilities are not anticipated.

CULTURAL RESOURCES

Portions of the corridor have been previously surveyed for historic standing structures as a part of other project planning studies. To date, six resources located in the MD 5 corridor were determined eligible for the National Register of Historic Places (NRHP) including the Old Bells Methodist Church (PG:76B-17), the Marlow/Huntt Store (PG:85A-14), the J. Eli Huntt Casket Shop (PG:85A-15), the Marlow-MacPherson House (PG:85A-16), J. Eli Huntt House (PG:85A-17), and the T. B. "Colored" School (PG:85A-26). Several properties in the corridor are included in the Maryland Inventory of Historic Properties (MIHP), including the Pyles Lumber Warehouse & Residence (PG:76A-8) and the Tobacco Barn/Spring Lake Restaurant Advertisement (PG:85A-3). These two properties have been determined not eligible for the NRHP. Currently, SHA is conducting a survey of the entire corridor to identify and evaluate additional historic standing structures. Results of this survey will be coordinated with the Maryland Historical Trust.

Parts of the study corridor were also previously examined for archeological resources as part of other projects, and four sites are recorded in or near the corridor. These include two standing farmsteads, a second possible historic structure location, and a prehistoric site. Formal archeological survey of the project's Area of Potential Effects will be initiated during the next phase of Project Planning.

NATURAL ENVIRONMENTAL 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. A tributary to Henson Creek, Meetinghouse Branch, Payne's Branch, Pea Hill 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. Six major stream crossings are anticipated with either of the build alternatives. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, mapped 100-year floodplains associated with Meetinghouse Branch, Piscataway Creek, and Unnamed Tributary Number 4 occur within the study area. Between 1.1 (Alternative 6) and 1.7 (Alternative 3) acres within the 100-year floodplain would be impacted by the build alternatives.

Potential impacts to non-tidal wetlands are expected to range from 1.3 acres (Alternative 3) and 2.9 acres (Alternative 6). Non-tidal wetlands are valuable areas for fish and wildlife habitat, are vital to the maintenance of water quality, and

provide flood control benefits.

Permits would be required from the U.S. Army Corps of Engineers (COE) and the Maryland Department of the Environment (MDE) for aquatic resource impacts. Stormwater management and sediment erosion control plans to minimize impacts to water quality would be prepared and implemented in accordance with MDE regulations.

Coordination with the Maryland Department of Natural Resources (DNR) and the U.S. Fish and Wildlife Service (USFWS) indicated that there were no rare, threatened, or endangered species that exist in the study area other than the occasional transient species.

The DNR documented spawning activities of white perch and herring (anadromous species) in streams present along the MD 5 corridor. It was also noted by the DNR that the forested area adjacent to the corridor may provide habitat for Forest Interior Dwelling Bird Species (FIDS), which have been declining in Maryland and throughout the eastern United States. Forest impacts, between 16.6 and 39.9 acres for Alternative 3 and 6, respectively, would occur primarily where new interchanges are proposed, near Burch Hill/Earnshaw Drive and Moores Road.

**Table 3
Summary of Impacts**

	Metro to Allentown Rd.	Allentown Rd. to Woodyard Rd.	Woodyard Rd. to Surratts Rd.	Surratts Rd. to TB	Totals
Right-of-Way					
Residential (acres)	0 - 7.4	0 - 2.8	3.0 - 3.3	3.9 - 19.0	7.2 - 32.2
Commercial (acres)	0	0 - 1.4	2.6 - 4.1	0 - 0.3	4.0 - 4.4
Exempt (acres)	0	0	0 - 3.6	0 - 0.1	0.1 - 3.6
Agriculture (acres)	0	0	0	0 - 2.7	0 - 2.7
Natural Environment					
Floodplain Impacts (acres)	0	0	1.1 - 1.7	0	1.1 - 1.7
Wetlands Impacts (acres)	0	0	0.9 - 2.3	0.4	1.3 - 2.7
Stream Crossings	0 - 2	0	2	2 - 4	6
Stream Impacts (feet)	0 - 168	0	165 - 385	125 - 190	458 - 575
Forest Impacts (acres)	0 - 3.6	0 - 0.5	2.4 - 7.0	14.2 - 28.8	16.6 - 39.9
Park Impacts (acres)	0 - 0.2	0	0	0 - 0.1	0.1 - 0.2

*Note: This table represents a range of impacts for the least impactful (Alternative 3) to the most impactful (Alternative 6).

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from studies to date and from the Alternates Public Workshop
- Identify alternatives for detailed study and complete detailed engineering/environmental studies (Summer 2006)
- Complete Draft Environmental Document/Hold Location-Design Public Hearing (Fall 2007)
- Address Public Hearing Comments
- Coordinate with federal and state environmental resource agencies throughout the process
- Identify a Preferred Alternative (Winter 2008)
- Prepare a Final Environmental Document
- Obtain Location/Design Approval (Fall/Winter 2008)

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

Should you have any questions concerning non-discrimination in federally assisted and State-Aid programs please contact:

- Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0315
Toll Free within Maryland
1-888-545-0098
email: jjenkins@sha.state.md.us

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

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. Douglas Mills
District #3, Office of Real Estate
State Highway Administration
P.O. Box 327
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7455
Toll Free within Maryland
1-800-749-0737
email: dmills@sha.state.md.us

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce this Alternates Public Workshop:

- Maryland Independent
- Prince George's Journal
- The Gazette (UM Zone)
- The Afro-American Newspaper (D.C.)
- The Washington Hispanic
- Washington Post
- Washington Times

YOUR OPINION MATTERS

These workshops are intended to provide an opportunity for the public to discuss with the Project Team its thoughts and concerns about the project and to provide written comments to us. The Project Team will carefully review and consider the concerns and preferences expressed by the public during these public meetings. To assist you in providing comments, we have provided a pre-paid postage mailer as well as team member addresses and telephone numbers.

PROJECT PLANNING TEAM

If you should have any questions following tonight's Alternates Public Workshop, please feel free to contact one of the Team Members listed below:

- Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Mailstop C-411
Baltimore, MD 21202
Telephone: (410) 545-0412
Toll Free within Maryland
1-888-204-4828
email: rveeramachaneni@sha.state.md.us
- Mrs. Nicole Washington, Project Manager
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Baltimore, MD 21202
Telephone: (410) 545-8570 or
Toll Free within Maryland
1-800-548-5026
email: nWASHINGTON@sha.state.md.us
- Ms. Donna Buscemi, Environmental Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore, MD 21202
Telephone: (410) 545-8558 or
Toll Free within Maryland
1-800-548-5026
email: dbuscemi@sha.state.md.us
- Mr. Darrell Mobley, District Engineer
District 3 (Prince George's County)
Maryland State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770
Telephone: (301) 513-7300
Toll Free within Maryland
1-800-749-0737
email: dmobley@sha.state.md.us

FREQUENTLY ASKED QUESTIONS AND SHA ANSWERS

When is the soonest that the improvements will be opened/implemented?

- Six to nine years after Project Planning is complete.

What happened to the 1988 MD 5 study?

- In the 1990s, these improvements were implemented north of Surratts Road. That project also identified the need for construction of an interchange at the MD 5/MD 373/MD 381 intersections, which just recently received additional design funding.

When will this project be constructed?

- This project is only funded for Project Planning, which is anticipated to be completed in 2008. Funding for future phases, including construction, is not available at this time.

How are locations for noise walls identified?

- Once SHA completes a technical noise analysis (Winter 2007), existing noise levels and projected levels for each alternative will be compared to the Federal Highway Administration criteria. Noise abatement measures like noise walls will be evaluated using SHA's Sound Barrier Policy. A determination for areas that qualify for a noise wall will be made.

How will you get public input?

- Public outreach efforts, meetings, and hearings. Citizens are also welcome to provide feedback directly to the Project Planning Team in letter or email.

Are transit components being considered as part of the project?

- Yes. This project includes the following transit components: Identifying additional park and ride locations along the corridor; investigating expansion of the existing park and ride at MD 223; Express bus service in ETL or HOV lanes for enhanced service times; and bus use of shoulders for non-ETL/HOV alternatives to enhance service times.

What will the toll rates be for the Express Toll Lanes (ETLs)?

- Toll rates for the ETLs would vary based on supply and demand and be adjusted to maintain relatively congestion-free traffic flow. Further study is needed to estimate what the toll rates would be for this Express Toll Lanes project in Maryland.

How will tolls be collected in the ETLs?

- Highway-speed tolling technology is needed to operate the ETL concept. Since there would be no traditional toll plazas, ETL users would be required to equip their vehicles with E-ZPassSM transponders. Violators would be required to pay the toll plus administrative fees to cover processing and could be subject to additional fines.

Where will the revenue go?

- Revenue from the Express Toll Lanes primarily will be used to help pay off bonds issued to finance construction, as well for maintenance and operations of the new lanes, including needed enforcement.

Why not just build new highways and pay for them through the Transportation Trust Fund?

- Maryland's Transportation Trust Fund primarily comprises revenue from the gas tax and motor-vehicle registration and titling fees. Some highway expansion projects are so big and expensive that it would take decades to accumulate enough money in the Transportation Trust Fund to pay for them. Express Toll Lanes would allow an expansion project to be built more quickly, free up traditional funding for other transportation needs, and help manage use of the new lanes to maintain the choice of a relatively congestion-free route.

What would adding ETLs do to the local road system?

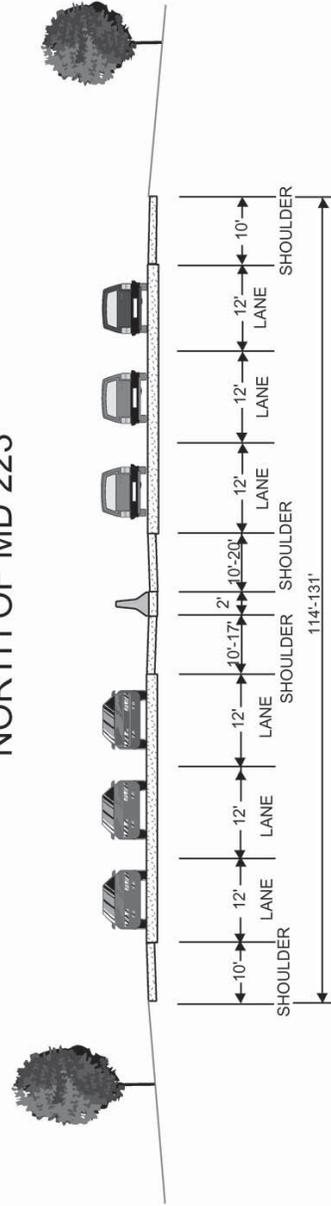
- The ETL concept will add new lanes to MD 5. This will add capacity to the highway system and is anticipated to provide some relief to local/other roadways. ETLs are all about giving drivers choices: the choice to use free general-travel lanes or pay a toll to drive in a separate, relatively free-flowing highway lane on any given trip. They will also provide infrastructure for express bus service to promote greater transit use.

What other projects are considered for tolling?

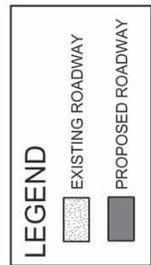
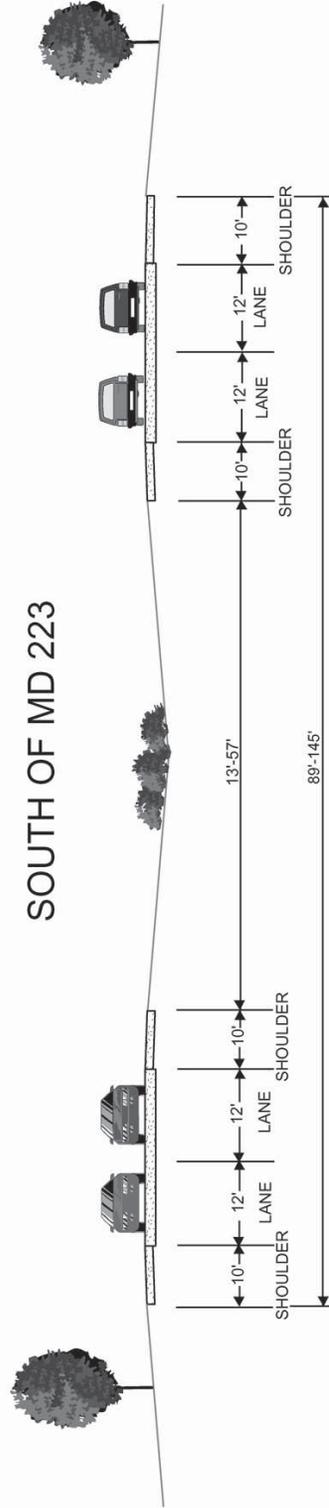
- I-95/I-495 Corridor Transportation Study.
- US 301 Waldorf Planning Study.
- I-270.
- Intercounty Connector (ICC).
- I-95 Express Toll Lanes (Section 100).
- I-95 Section 200.

ALTERNATIVE 1: NO-BUILD

NORTH OF MD 223

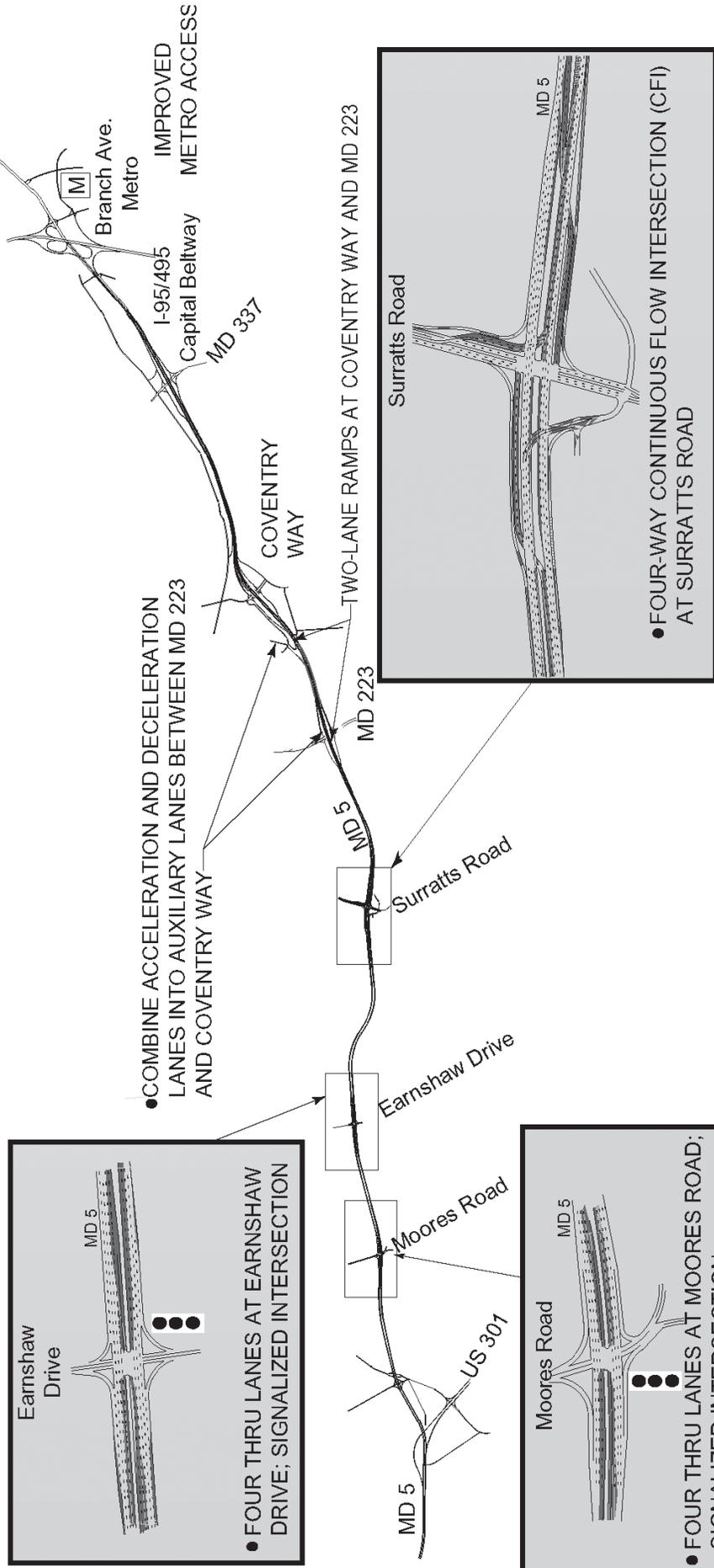


SOUTH OF MD 223



NOT TO SCALE

ALTERNATIVE 2: TRANSPORTATION SYSTEM MANAGEMENT (TSM)

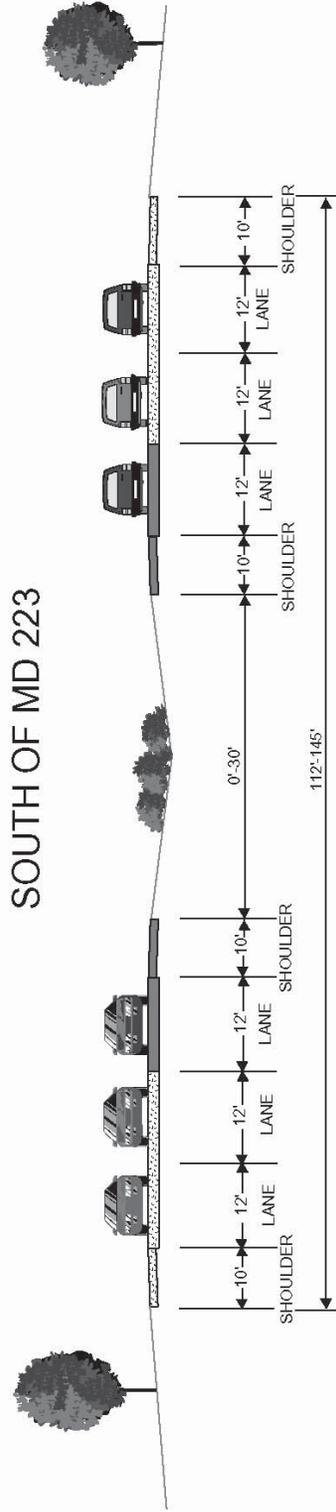


TSM IMPROVEMENTS NOT SHOWN:

- ADDITIONAL PARK & RIDE FACILITIES
- ALLOW INSIDE SHOULDER USE TO PROVIDE ENHANCED BUS SERVICE

NOT TO SCALE

ALTERNATIVE 3: EXPRESSWAY UPGRADE SOUTH OF MD 223



LEGEND

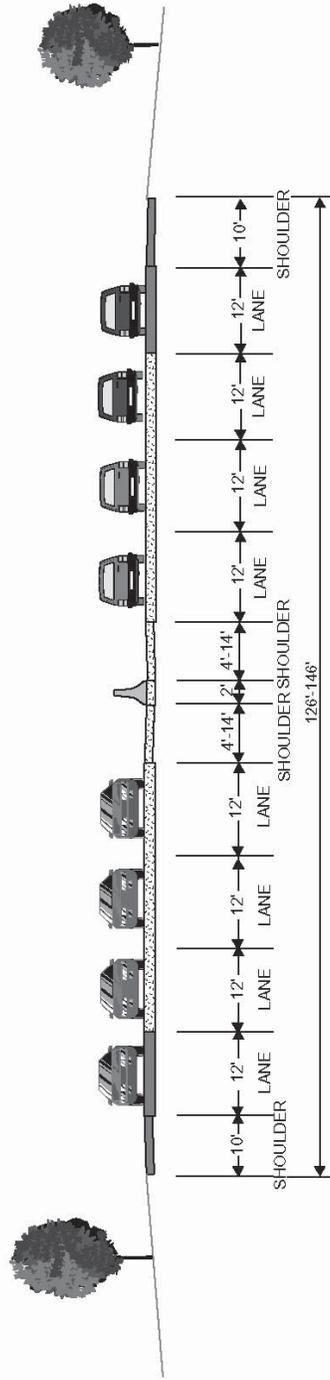
- EXISTING ROADWAY
- PROPOSED ROADWAY

Note: No improvements made north of MD 223

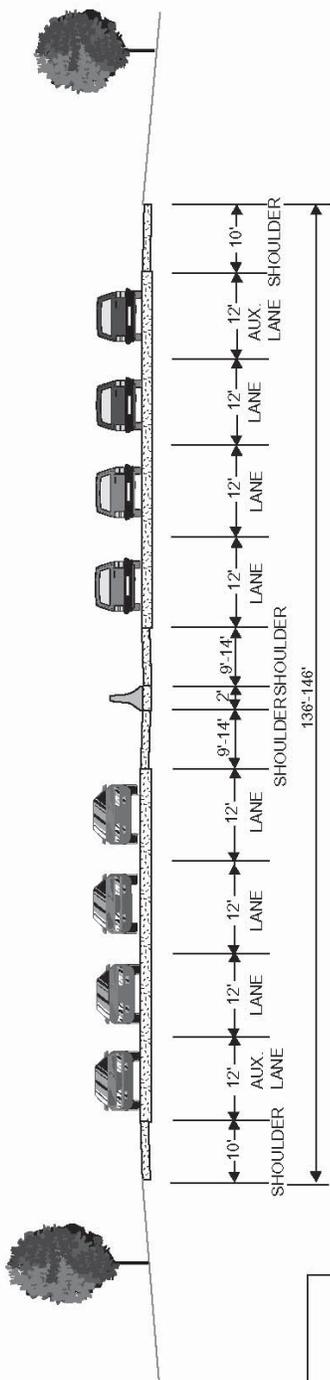
NOT TO SCALE

ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

NORTH OF COVENTRY WAY TO THE I-95/495 INTERCHANGE



SOUTH OF COVENTRY WAY TO MD 223



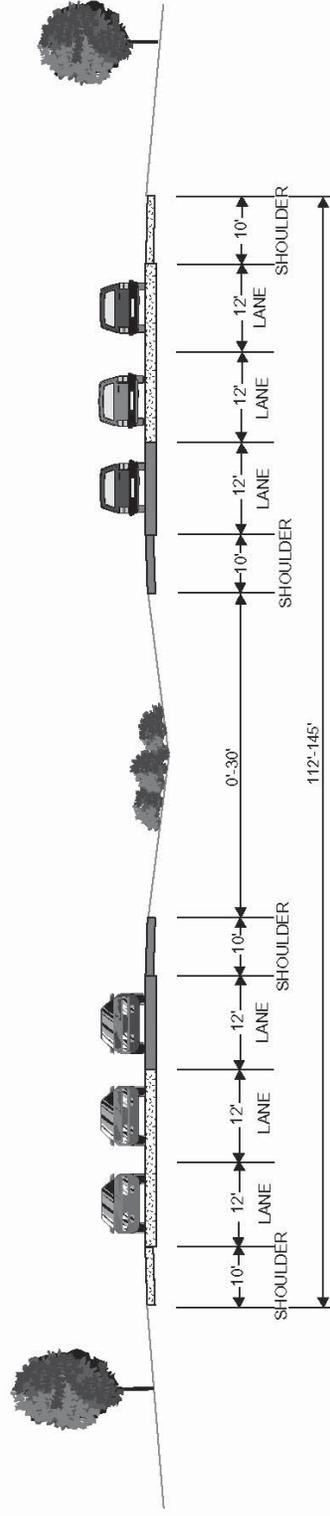
LEGEND

-  EXISTING ROADWAY
-  PROPOSED ROADWAY

NOT TO SCALE

ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

SOUTH OF MD 223



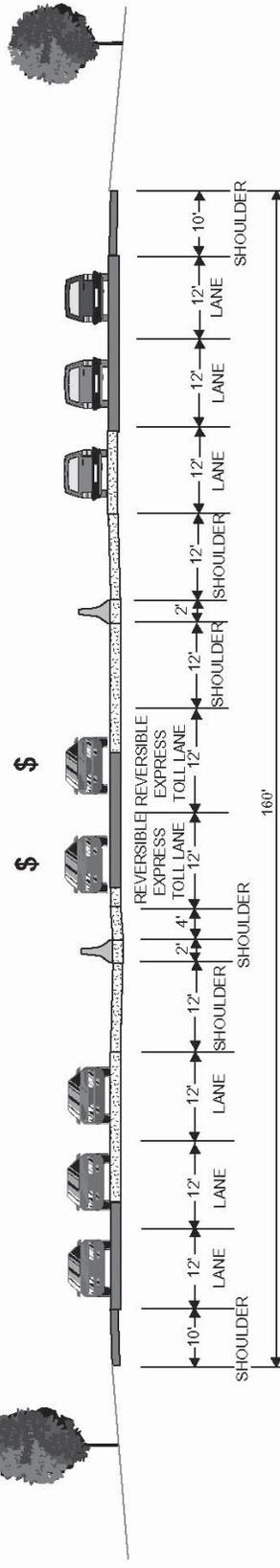
LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY

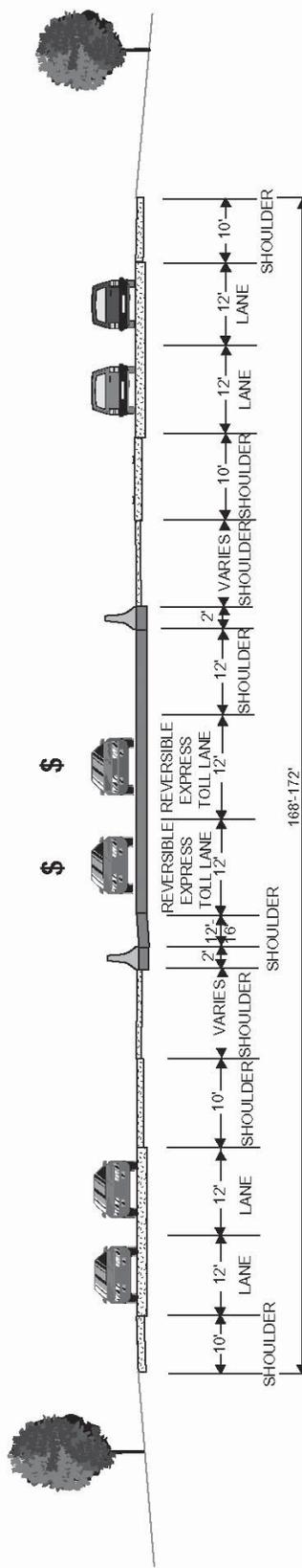
NOT TO SCALE

ALTERNATIVE 5: TWO-LANE REVERSIBLE ETL

NORTH OF MD 223



SOUTH OF MD 223



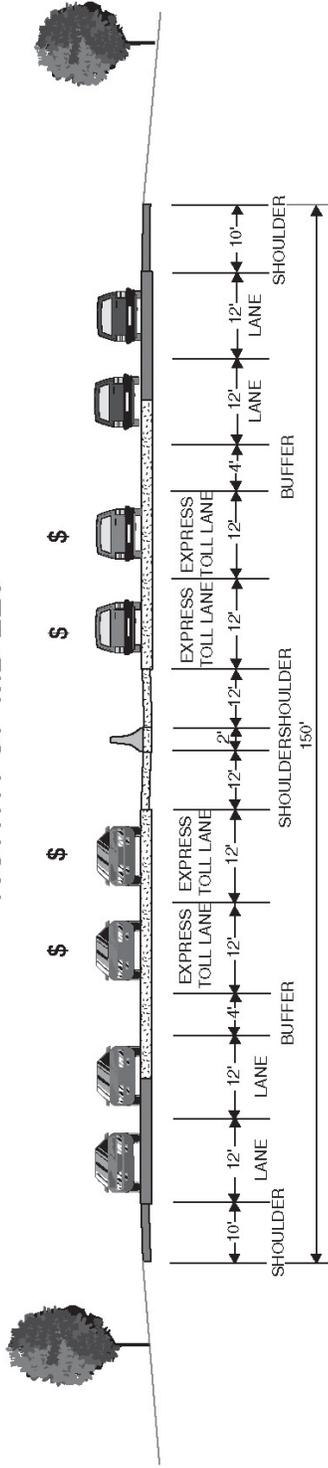
LEGEND

-  EXISTING ROADWAY
-  PROPOSED ROADWAY

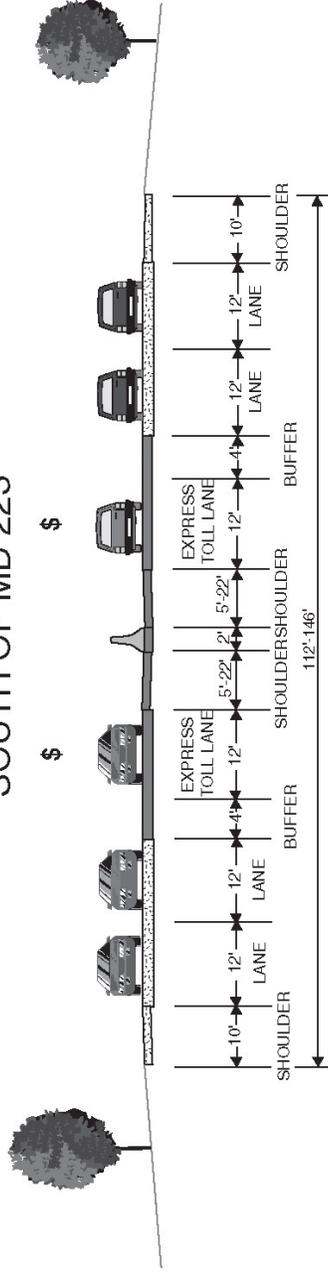
NOT TO SCALE

ALTERNATIVE 6: ONE TO TWO LANE ETL

NORTH OF MD 223



SOUTH OF MD 223



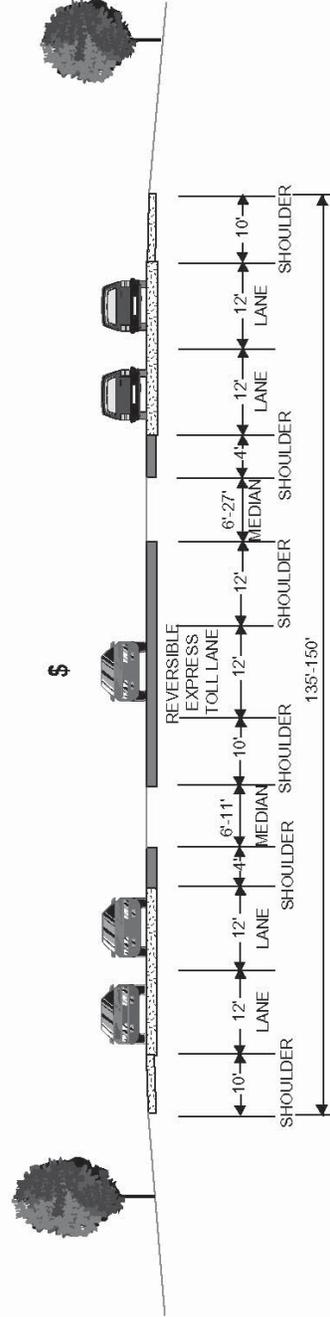
LEGEND

-  EXISTING ROADWAY
-  PROPOSED ROADWAY

NOT TO SCALE

ALTERNATIVE 7: MOVABLE BARRIER ETL

SOUTH OF MD 223



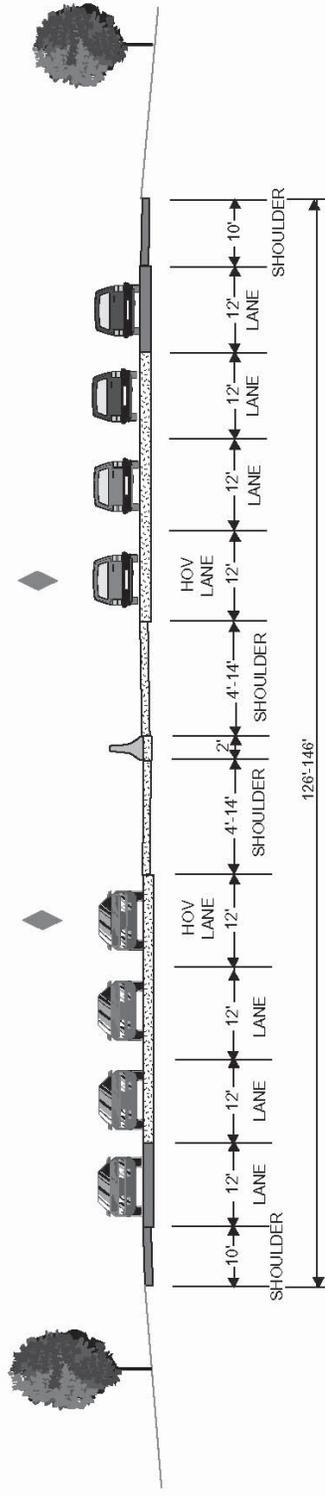
LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY

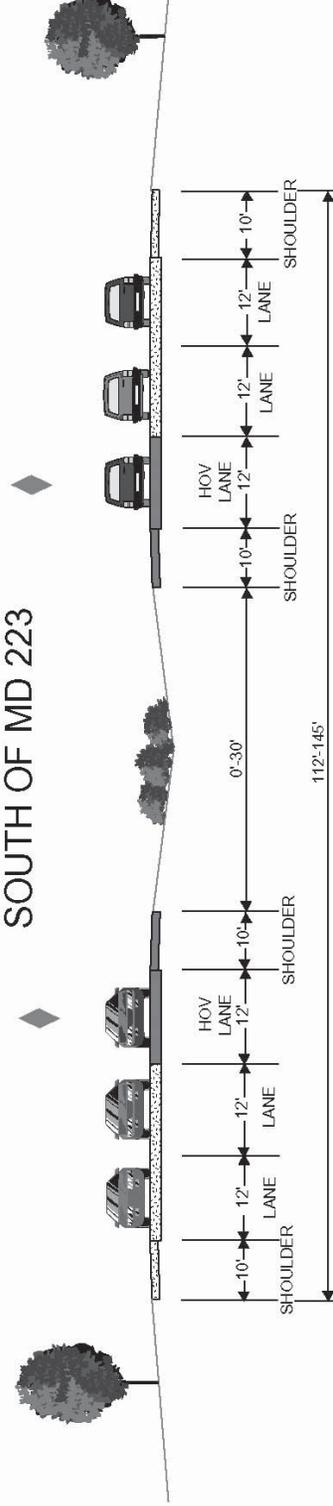
NOT TO SCALE

ALTERNATIVE 8: HOV

NORTH OF MD 223



SOUTH OF MD 223

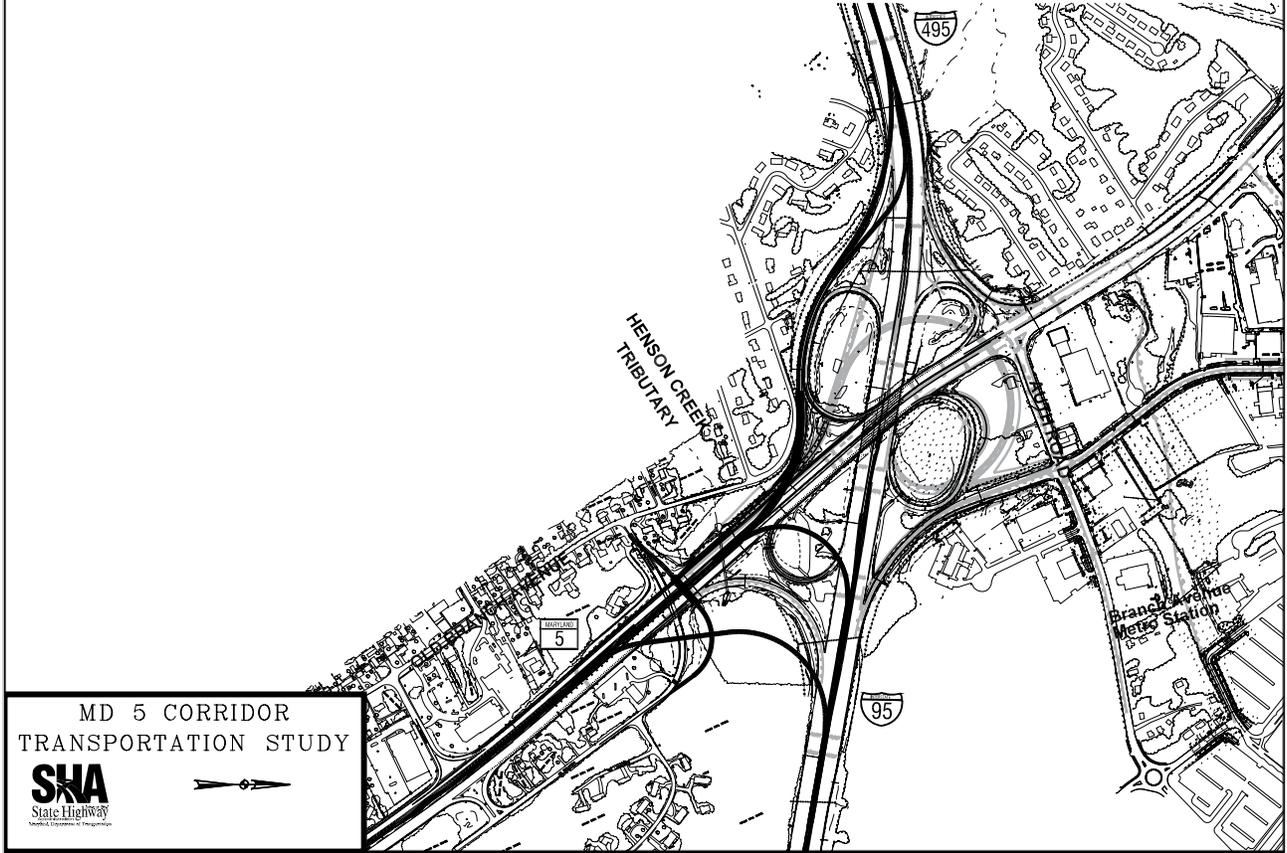


LEGEND

-  EXISTING ROADWAY
-  PROPOSED ROADWAY

NOT TO SCALE

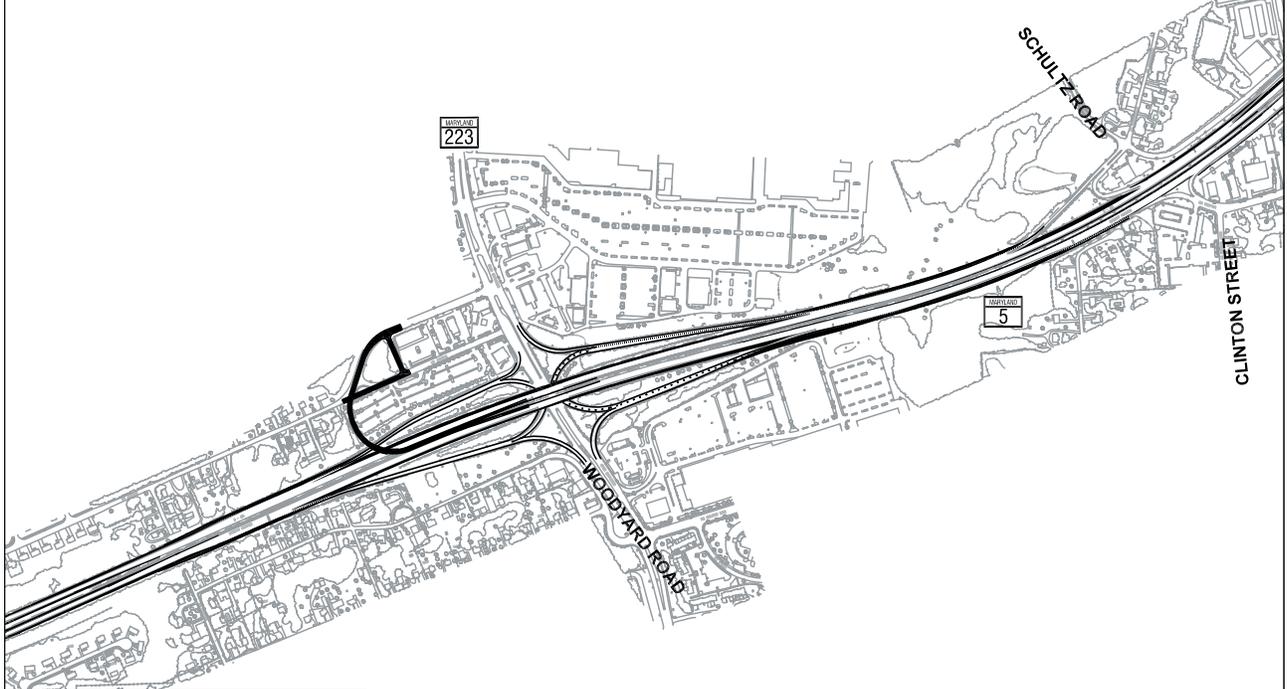
CAPITAL BELTWAY (I-95/I-495) DIRECT ACCESS RAMPS



MD 5 CORRIDOR
TRANSPORTATION STUDY

SNA
State Highway
Specialty & Construction of Transportation

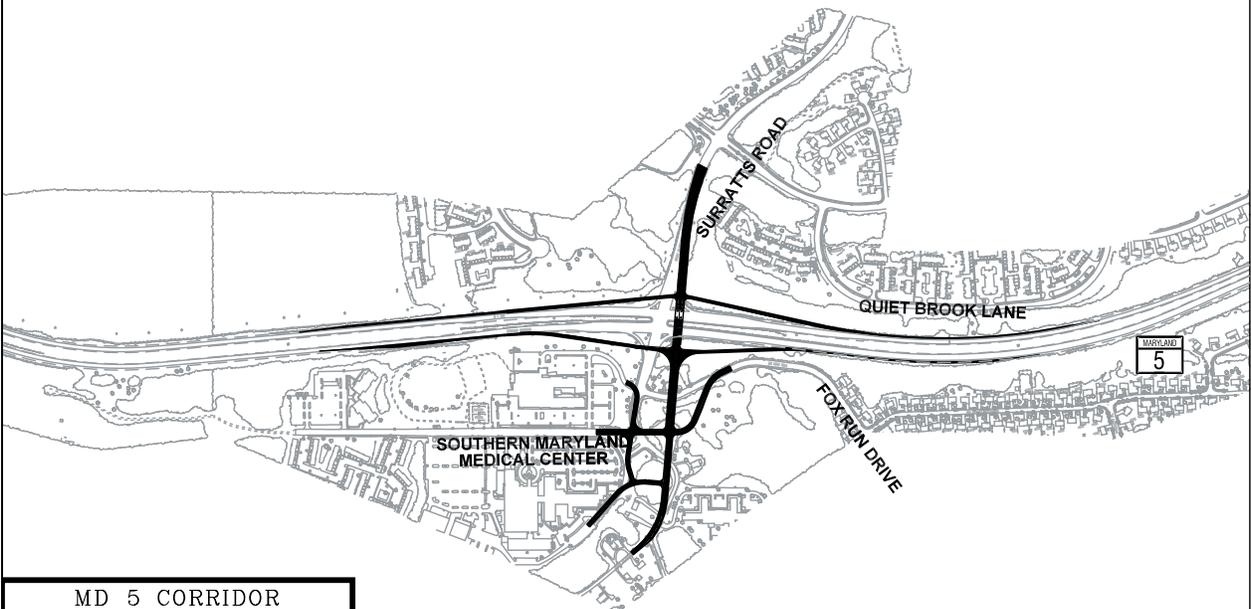
WOODYARD ROAD (MD 223) DIRECT ACCESS RAMPS



MD 5 CORRIDOR
TRANSPORTATION STUDY

SNA
State Highway
Specialty & Construction of Transportation

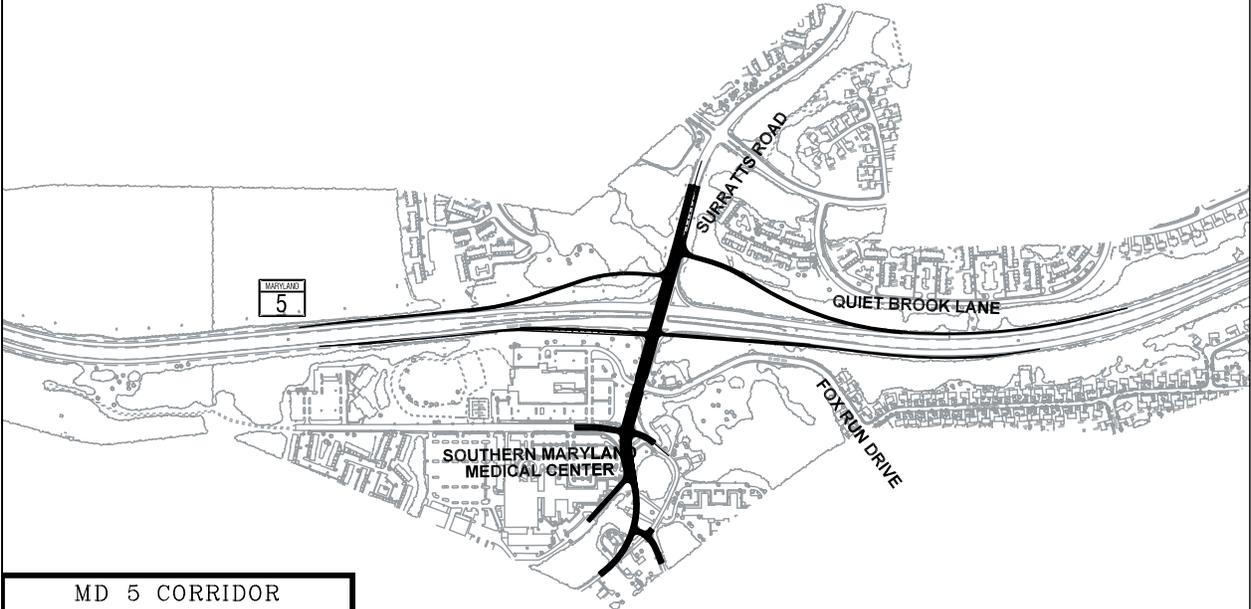
SURRATTS ROAD INTERCHANGE OPTION A



MD 5 CORRIDOR
TRANSPORTATION STUDY

The logo for the State Highway Administration (SHA) is displayed, featuring the letters 'SHA' in a stylized font above the words 'State Highway'. Below the logo is a north arrow pointing towards the top of the page.

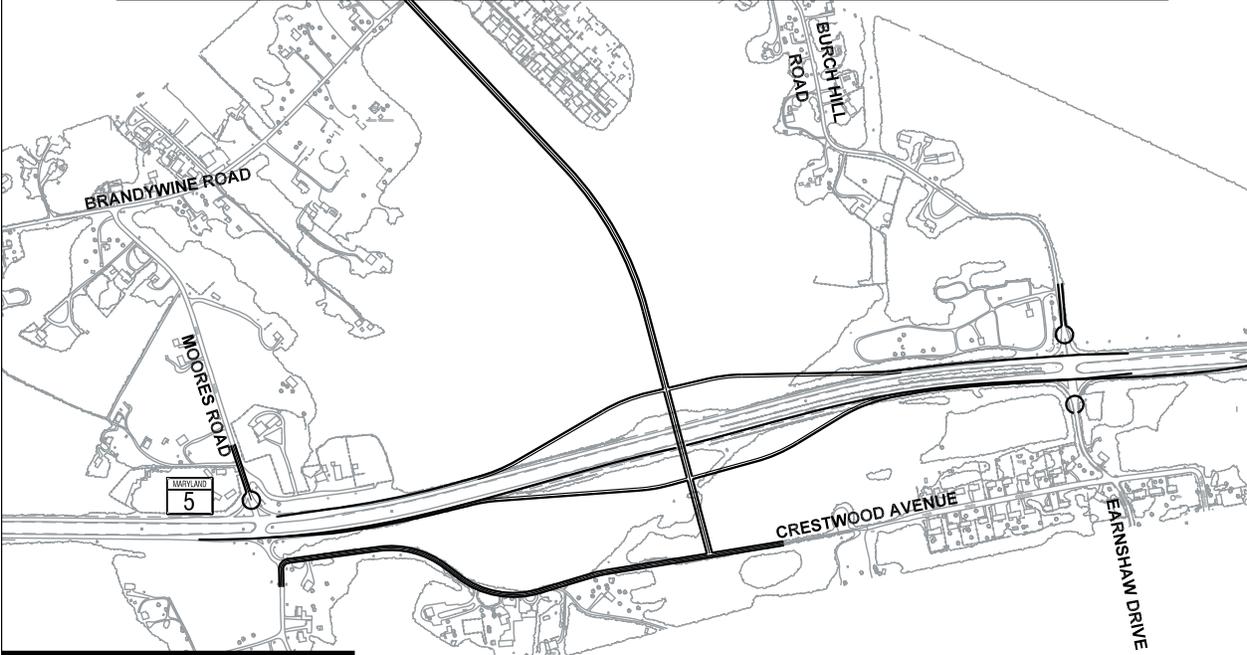
SURRATTS ROAD INTERCHANGE OPTION B



MD 5 CORRIDOR
TRANSPORTATION STUDY

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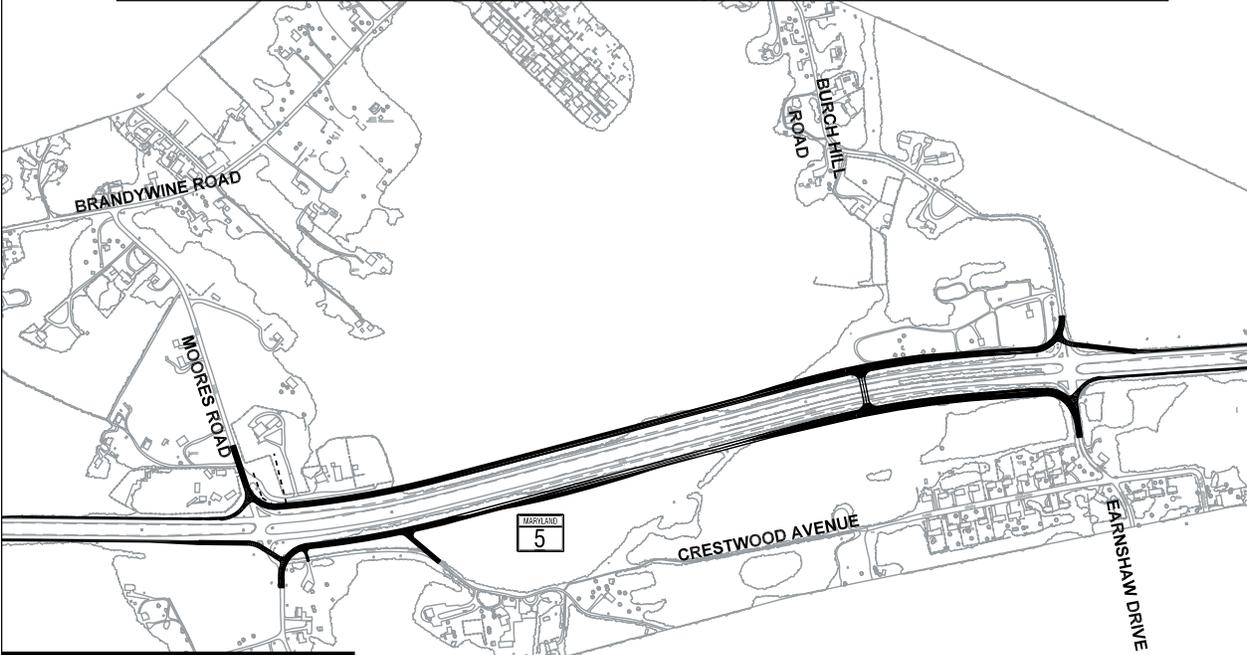
MOORES ROAD, EARNSHAW DRIVE AND BURCH HILL ROAD
INTERCHANGE OPTION A



MD 5 CORRIDOR
TRANSPORTATION STUDY

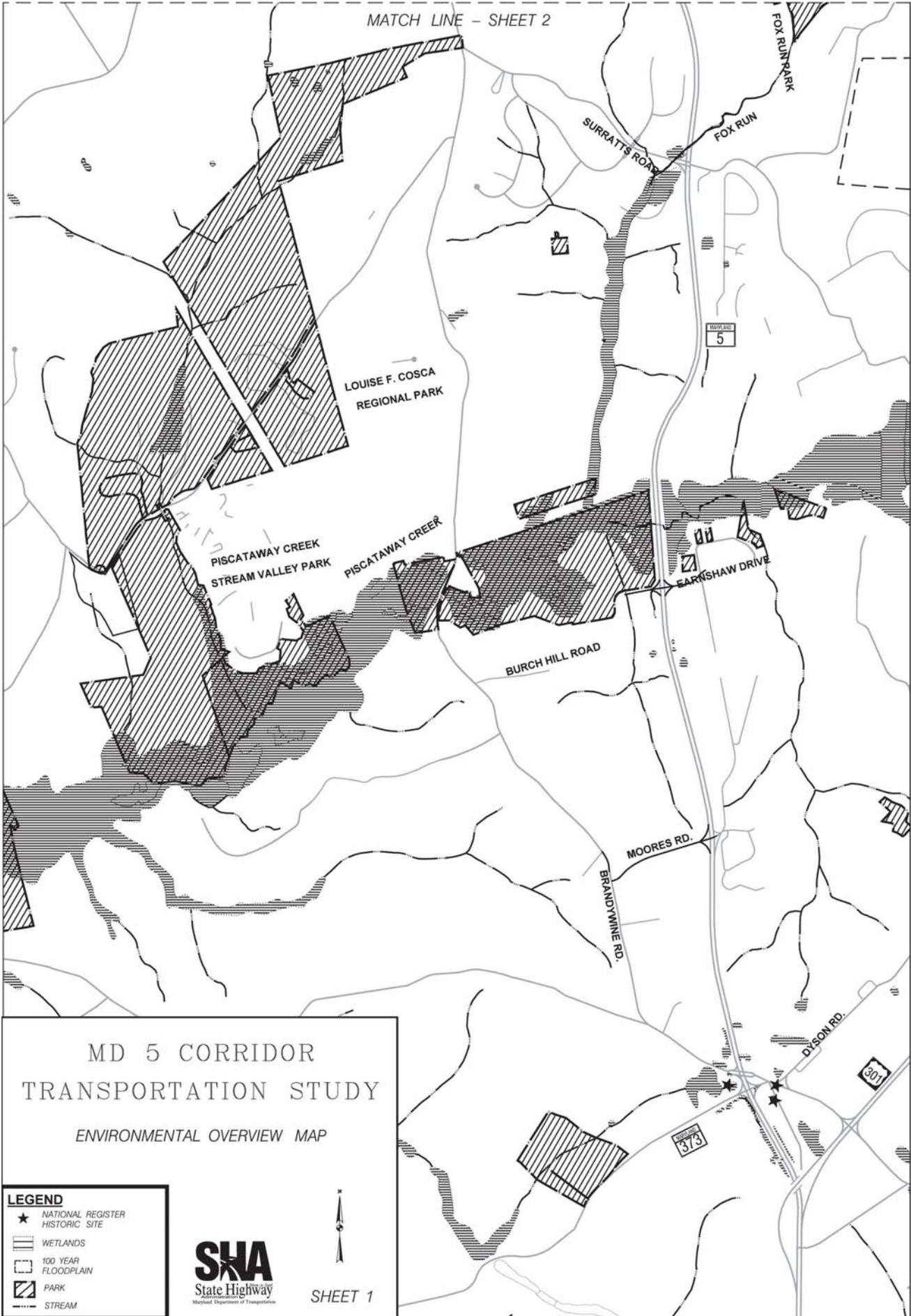
The logo for the State Highway Administration (SHA) is displayed, featuring the letters 'SHA' in a bold, stylized font above the words 'State Highway'. Below the logo is a north arrow pointing towards the top of the page.

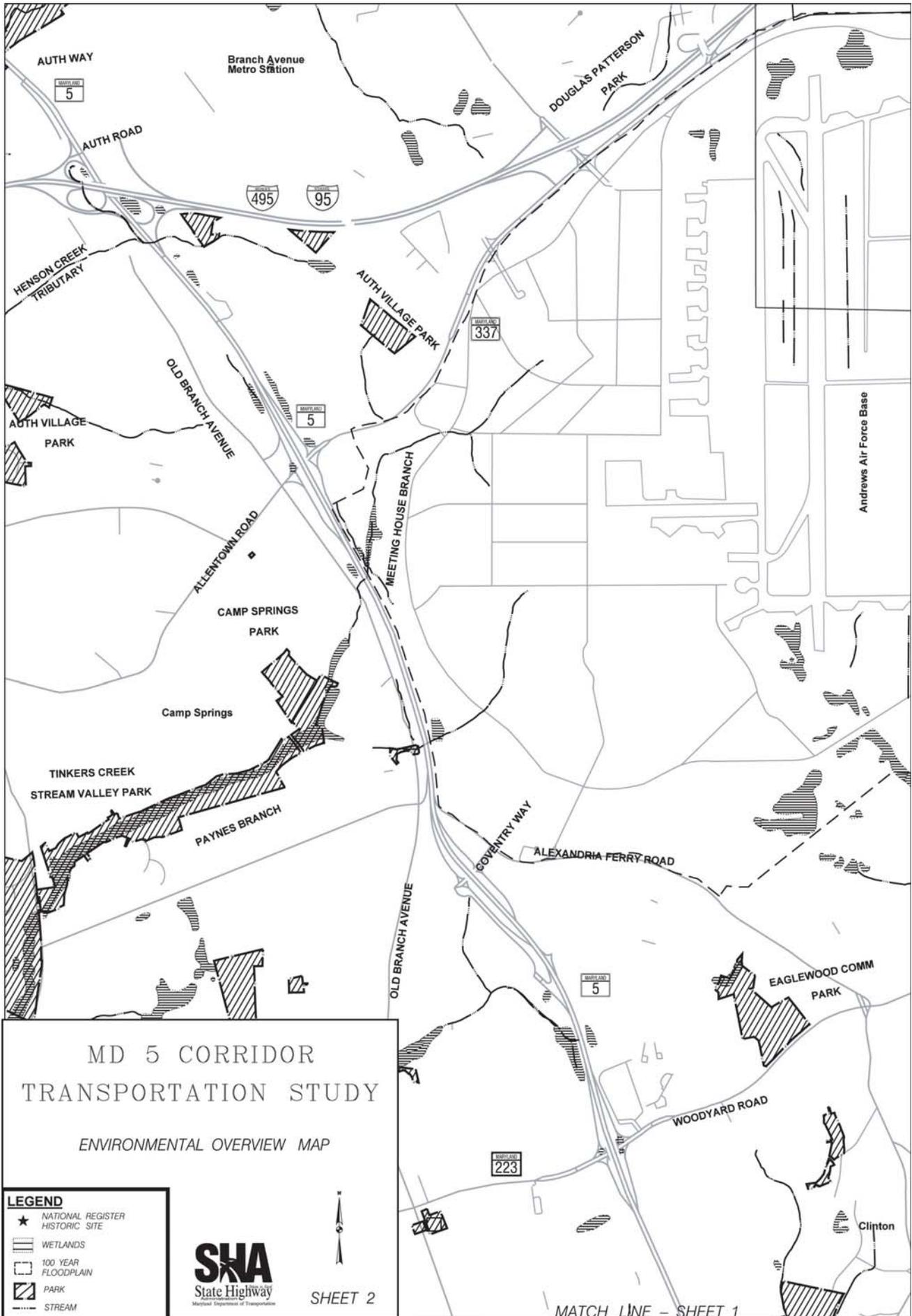
MOORES ROAD, EARNSHAW DRIVE AND BURCH HILL ROAD
INTERCHANGE OPTION B



MD 5 CORRIDOR
TRANSPORTATION STUDY

The logo for the State Highway Administration (SHA) is displayed, featuring the letters 'SHA' in a bold, stylized font above the words 'State Highway'. Below the logo is a north arrow pointing towards the top of the page.





MD 5 CORRIDOR
TRANSPORTATION STUDY

ENVIRONMENTAL OVERVIEW MAP

LEGEND	
★	NATIONAL REGISTER HISTORIC SITE
	WETLANDS
	100 YEAR FLOODPLAIN
	PARK
	STREAM



SHEET 2

MATCH LINE - SHEET 1

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PG391A16
ALTERNATES PUBLIC WORKSHOP
MD 5 CORRIDOR TRANSPORTATION STUDY

THURSDAY, JUNE 15, 2006
5:00 P.M. – 8:00 P.M.

SURRATTSVILLE HIGH SCHOOL (MULTI-PURPOSE ROOM)
6101 GARDEN DRIVE
CLINTON, MARYLAND 20735

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TO HELP US IN EVALUATING THE ALTERNATIVES PRESENTED AT THE ALTERNATES PUBLIC WORKSHOP PLEASE ANSWER THE QUESTIONS BELOW:

(1) Where do you live (see Figure 1)? A B C D
E (outside of the study limits) If so, where? _____

(2) If your travel time could be faster would you pay to use MD 5?
Yes No

(3) What alternative do you like the most? 1 2 3
4 5 6 7 8

(4) What alternative do you like the least? 1 2 3
4 5 6 7 8

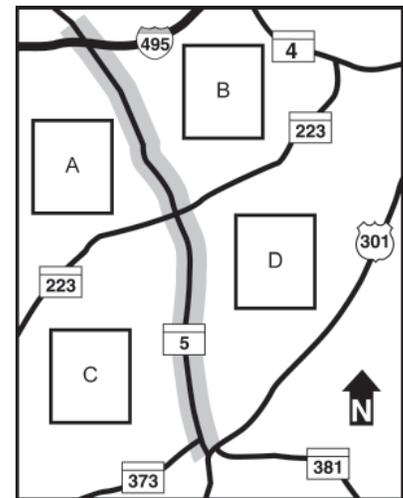
(5) When using MD 5 where are you traveling? Washington, D.C. Charles County Northern Virginia
Montgomery County Branch Ave. Metro Station Other _____

(6) Do you use transit or ridesharing? Yes No If not, why? _____

(7) If you do use transit, what mode do you use? Metrobus Metro MTA The Bus Vanpool

(8) Are you willing to participate in future surveys? Yes No

Additional Comments: _____



Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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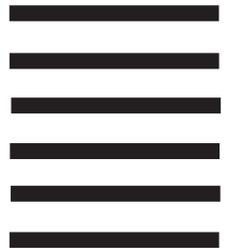
ATTN: Nicole Washington

Project Manager

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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 Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	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 meeting.

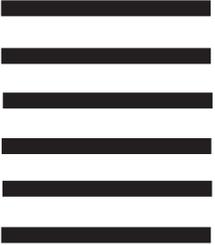
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Neil J. Pedersen,
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