

accommodate any future plans for the Capital Beltway and complement recent modifications to the MD 5/ Capital Beltway Interchange.

### MD 223 (Woodyard Road) Direct Access Ramps:

This interchange would provide direct access ramps between the MD 5 inside lanes and MD 223. One ramp would provide southbound MD 5 traffic with access to MD 223. A second ramp would enable traffic to access MD 5 northbound from MD 223. Access would also be provided to the MD 5/MD 223 park-and-ride lot.

**Surratts Road Interchange – Option A:** This option would create a grade-separated Modified Diamond Interchange with Surratts Road bridging over MD 5. Surratts Road would shift slightly to the north of the existing intersection, and ramps would be included for each movement to and from MD 5. Other potential improvements include removing the existing “S” curve on Surratts Road and providing a second entrance to the Southern Maryland Hospital Center.

**Surratts Road Interchange – Option B:** This option is identical to Option A with the following exception: the interchange with Surratts Road would be a grade-separated Diamond Interchange and the bridge would be located at the existing MD 5/Surratts Road intersection.

**Earnshaw Drive/Burch Hill Road/Moores Road Interchange – Option A1:** Option A1 would create a Modified Diamond Interchange between the two existing intersections. The new interchange would have a bridge over MD 5. On the west side of MD 5, the alignment would shift west to connect with Brandywine Road.

**Earnshaw Drive/Burch Hill Road/Moores Road Interchange – Option A2:** This option is identical to Option A1 with the following exception: on the west side of MD 5, the alignment would shift north to connect with Burch Hill Road.

**Earnshaw Drive/Burch Hill Road/Moores Road Interchange – Option B:** Option B is also a grade-separated interchange located between the two existing intersections. Two-way service roads connected by a bridge over MD 5 would be constructed parallel to northbound and southbound MD 5 between Moores Road and Earnshaw Drive.

## Other SHA Initiatives

- MD 5/MD 373 Interchange Project
- MD 5 Branch Avenue Metro Access Improvement Project
- US 301 Waldorf Area Transportation Study

## Continuing Public Involvement

SHA is committed to maintaining public involvement throughout the MD 5 Corridor Transportation Study and welcomes your questions and comments. SHA is available to meet with community groups, business associations, and other organizations. To request such a meeting, receive project information, or add your name to the MD 5 mailing list, please contact:

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For information on this and other SHA projects, log on to SHA's website at [www.marylandroads.com](http://www.marylandroads.com) and click on **Projects**.

## Next Steps

- Conduct Informational Workshop  
- **February 24, 2009**
- Conduct Location/Design Public Hearing  
- **Winter 2009/2010**
- Receive Location/Design Approval  
- **Spring 2011**

**Martin O'Malley**, Governor  
**Anthony Brown**, Lieutenant Governor  
**John D. Porcari**, Secretary  
**Neil J. Pedersen**, Administrator

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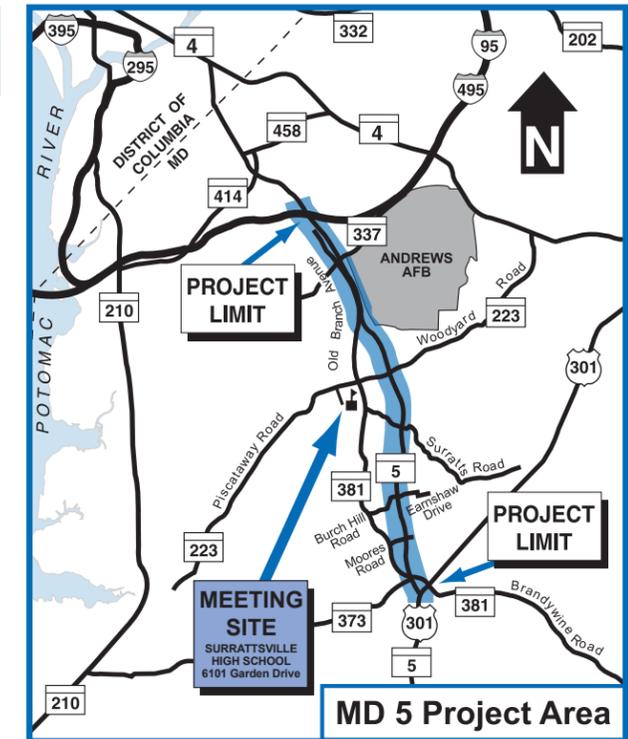
## PROJECT NEWSLETTER • WINTER 2009

### MD 5 Study Moves Forward/ Informational Workshop Scheduled

The MD 5 Corridor Transportation Study from south of US 301/ MD 5 to north of I-95/I-495 (Capital Beltway) in Prince George's County is advancing. Two alternatives have been dropped from consideration, and the six Alternatives Retained for Detailed Study (ARDS) are currently undergoing detailed engineering and environmental analyses. The results of these studies will be included in a draft environmental document in Winter 2009/2010, and a public hearing will follow.

The Maryland State Highway Administration (SHA) has scheduled an **Informational Workshop for Tuesday, February 24, 2009, from 5:00 to 8:00 PM, in the cafeteria at Surrattsville High School, 6101 Garden Drive, Clinton, MD 20735.** In the event of inclement weather, the workshop will be rescheduled for Tuesday, March 3, at the same time and location. The workshop will provide updates on the status of the study, present preliminary findings from the engineering

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and environmental analyses of the alternatives, outline the project's next steps, and obtain public feedback. The workshop will not include a formal presentation; participants may walk through at their own pace and talk with SHA representatives at the display stations. Information received at the workshop will be used to finalize detailed engineering and environmental studies in preparation for the upcoming Location/Design Public Hearing in Winter 2009/2010.

## Corridor Improvements Being Studied

Peak-hour traffic congestion, which is an issue throughout the MD 5 study area, is especially problematic at signalized intersections at the southern end of the corridor, and crash rates at several intersections along MD 5 are extremely high. SHA and its federal, state, and local partners are focusing on ways to reduce intersection crash rates and improve traffic mobility along MD 5 from the US 301 interchange at T.B. to north of I-95/I-495.

Priced and Non-Priced Managed Lanes (previously referred to by SHA as Express Toll Lanes, or ETL, and High Occupancy Vehicle Lanes, or HOV) can be one option for reducing congestion and improving mobility. Improvements proposed under the Priced Managed Lanes Alternatives would offer travelers the option of paying an electronic toll (without stopping) to drive in separate, relatively free-flowing highway lanes.

SHA is also coordinating with the Maryland Transit Administration (MTA) on MTA's Southern Maryland Transit Corridor Preservation Study. The goal of the study is to identify an alignment that would enable local governments to reserve right-of-way for the transitway in their respective master plans. For further information on MTA's Southern Maryland Transit Corridor Preservation Study, please contact Ms. Jennifer Weeks, Project Manager, by telephone at (410) 768-3788 or by email at [jweeks1@mtamaryland.com](mailto:jweeks1@mtamaryland.com).

## Project Background

A previous project planning study was completed in 1988, and several of the proposed improvements were implemented in stages from MD 223 north to the Capital Beltway. South of MD 223, within the MD 5 Corridor Transportation Study limits, only the MD 5/MD 381/MD 373 interchange is fully funded for final design.

The MD 5 Corridor Transportation Study project planning activities began in February 2005. Following a June 2006 Alternates Public Workshop, SHA temporarily placed the project on hold. During that time, SHA and MTA coordinated on MTA's Southern Maryland Transit Corridor Preservation Study as MTA evaluated alternative options for transit accommodations in the median of MD 5 within the project limits. With MTA's recent decision to drop these options from further evaluation, SHA reinitiated the project.

Following the workshop, the study team dropped two alternatives from further evaluation and carried the six remaining alternatives and all interchange options forward as ARDS. The decision to drop or retain alternatives was based on public comments from the 2006 workshop, cost estimates, environmental impacts, maintenance of traffic during construction, and right-of-way impacts.

## 2006 Public Involvement

The June 15, 2006 Alternates Public Workshop held at Surrattsville High School drew approximately 120 local residents, community leaders, elected officials, and county representatives. The project team received more than 90 comment cards addressing potential project issues including:

- having motorists pay to save travel time
- most-liked and least-liked alternatives
- ridesharing and transit use
- willingness to participate in future surveys

These comments were used in the selection process for the ARDS.

## Alternatives and Options Presented in 2006

The following mainline alternatives and interchange options were developed and presented at the 2006 Alternates Public Workshop:

### Mainline Alternatives:

- Alternative 1 – No-Build
- Alternative 2 – Transportation Systems Management (TSM)
- Alternative 3 – Expressway Upgrade South of MD 223
- Alternative 4 – Expressway Upgrade Entire Corridor
- Alternative 5 – Two-Lane Reversible ETL
- Alternative 6 – One- to Two-Lane ETL

- Alternative 7 – Movable Barrier ETL
- Alternative 8 – HOV Lanes

### Interchange Options:

- I-95/I-495 (Capital Beltway) Access Ramps
- MD 223 (Woodyard Road) Direct Access Ramp
- Surratts Road Option A
- Surratts Road Option B
- Earnshaw Dr./Burch Hill Rd./Moores Rd. Option A
- Earnshaw Dr./Burch Hill Rd./Moores Rd. Option B

## Changes in Terminology

In an effort to keep project language consistent with language used in other regions and regional projects, new terminology has been introduced to the study. Alternatives 5, 6, and 7, previously referred to as ETL, and Alternative 8, previously called HOV, have been renamed Priced (Alternatives 5, 6, and 7) and Non-Priced (Alternative 8) Managed Lanes.

## Alternatives Not Retained

Alternative 2, which is not a stand-alone alternative, does not meet the project purpose and need and does not eliminate project area traffic congestion along the MD 5 corridor. The long-term operational costs associated with movable barriers along MD 5 were determined to be too high under Alternative 7. Therefore, Alternative 2 (TSM) and Alternative 7 (Movable Barrier ETL) were dropped from further consideration.

## Alternatives and Options Under Consideration

Six mainline alternatives and seven interchange options are being carried forward for detailed analysis. Mainline alternatives consist of the No-Build Alternative and five Build Alternatives that include traditional roadway widening and Priced and Non-Priced Managed Lanes. Interchange options consist of two access ramps and four interchanges. A brief summary of the ARDS appears below:

### Mainline Alternatives

**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 routine maintenance and safety operations. The No-Build Alternative does not address future traffic concerns or the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits associated with the Build Alternatives.

**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.

**Alternative 4 – Expressway Upgrade Entire Corridor:** Alternative 4 would incorporate all improvements from Alternative 3 and add a fourth through lane in each direction from north of Coventry Way to I-95/I-495.

### Managed Lanes Alternatives

In addition to traditional widening alternatives, the MD 5 Corridor Transportation Study team is also investigating Priced and Non-Priced Managed Lanes. Managed Lanes help ease the impact of congestion by providing transportation improvements decades sooner than could otherwise be achieved, offering Marylanders an alternative to more congested general purpose lanes and facilitating sustainable travel options throughout the state.

**Alternative 5 – Two-Lane Reversible Priced Managed Lanes:** Alternative 5 would convert the remaining at-grade intersections into grade-separated interchanges. In addition, two new reversible Priced Managed Lanes would be provided in the median with access allowed only at select locations.

**Alternative 6 – One- to Two-Lane Priced Managed Lanes:** Alternative 6 would convert the remaining at-grade intersections into grade-separated interchanges. North of MD 223, this alternative would provide one additional Priced Managed Lane per direction and convert one existing general purpose lane per direction to a Priced Managed Lane. South of MD 223, this alternative would provide one additional Priced Managed Lane per direction and keep the two existing lanes per direction as general purpose lanes.

**Alternative 8 – Non-Priced Managed Lanes:** The remaining at-grade intersections would be converted into grade-separated interchanges. Alternative 8 would widen MD 5 with one additional lane to the inside in each direction along the entire corridor. These additional lanes would be designated as Non-Priced Managed Lanes.

### Interchange Options

**I-95/I-495 (Capital Beltway) Access Ramps:** This interchange would provide direct access ramps to MD 5 and the Capital Beltway for the Priced/Non-Priced Managed Lanes and general purpose lanes. The access ramps would be designed to