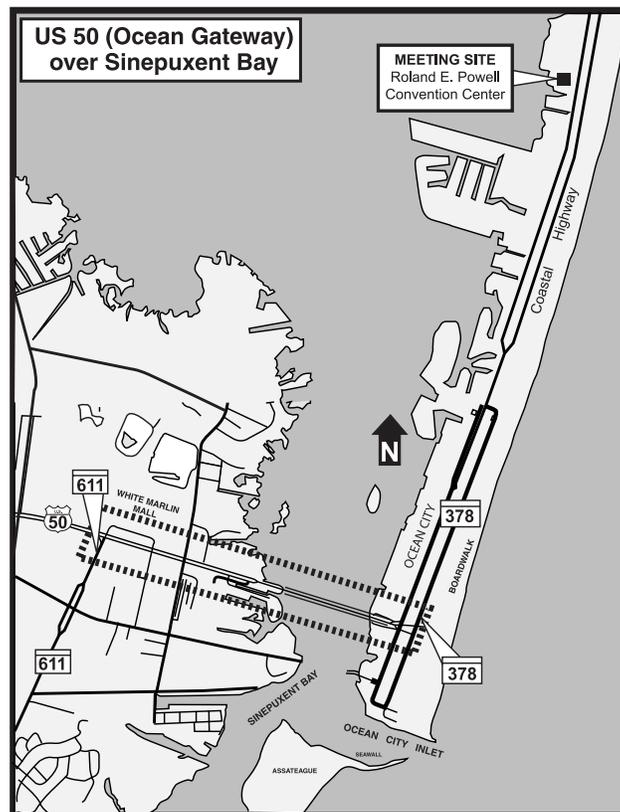


# US 50 Crossing Project Planning Study

## ALTERNATES Public Workshop



**Thursday**  
**June 1, 2006**  
**6:00 PM - 8:00 PM**

**Friday**  
**June 2, 2006**  
**9:00 AM - 11:00 AM &**  
**1:00 PM - 4:00 PM**

**Roland E. Powell**  
**Convention Center**  
**Room 217**  
**4001 Coastal Highway**  
**Ocean City, MD 21842**

**Project No. WO419A11**



**Maryland Department of Transportation**  
**State Highway Administration**



**US Department of Transportation**  
**Federal Highway Administration**

## **INTRODUCTION**

The Maryland State Highway Administration (SHA) and the Federal Highway Administration (FHWA) are conducting a Project Planning Study on the US 50 crossing of the Sinepuxent Bay in Worcester County, Maryland. The study area extends from MD 611 to MD 378 (Baltimore Avenue) in the east-west direction, and 3rd Street to Somerset Street in the north-south direction.

## **PURPOSE OF THE STUDY**

The purpose of this study is to develop a transportation solution that improves upon the structural, operational and safety deficiencies associated with the existing bridge.

## **PURPOSE OF THE WORKSHOP**

The purpose of the Alternates Public Workshop is to present the results of Stage I, or the preliminary study, of the US 50 Crossing project. Each attendee can conduct a self-paced review of important project information. You will 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 to help determine which alternatives to carry to the next phase of this study for detailed analysis.

## **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 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 received this brochure in the mail, then you are on the project mailing list and do not need to resubmit your name and address.

## **PROGRAM STATUS**

The US 50 Crossing Project Planning Study is included in the Development and Evaluation Program of the Fiscal Year 2006-2011 Consolidated Transportation Program (CTP) for Project Planning funding only. If a build alternative is selected and the project's location and design are approved, the project will become eligible for future funding for Final Design, Right-of-Way Acquisition and Construction.

## **EXISTING CONDITIONS**

The US 50 Bridge over Sinepuxent Bay was built in 1942. It is officially named the Harry W. Kelley Memorial Bridge, after the former mayor of Ocean City. It is a four-lane, 46-foot wide roadway with five-foot sidewalks on each side. The existing bridge is approximately one-half mile in length with a 140 feet long draw span. The drawbridge opens twice an hour during the peak summer season (May 25th through September 15th). All other times, it opens within three hours notice from mariners. The clearance above the water to the bottom of the bridge is 15 feet.

The US 50 bridge is in fair condition. Periodic repairs have been done to the bridge since the 1980's and significant work has been done just this past winter. The operating life expectancy is 15 to 20 years without any major repairs, or 30 to 40 years with major repairs. The US 50 bridge has been placed on the SHA's Historic Bridge Inventory, and is eligible for inclusion in the National Register of Historic Places.

## PROJECT NEED

The US 50 bridge is 64 years old. It is considered functionally obsolete due to its narrow curb-to-curb roadway width, which is substandard for the traffic volumes that it carries, particularly during summer months due to recreational traffic. The need to maintain a safe and efficient crossing of US 50 is very important, not only because it provides access to and from the commercial center of Ocean City, but also because it serves as one of only three evacuation routes from the barrier peninsula in case of emergency situations.

This study will also address the need to safely accommodate the navigational needs of boaters, pedestrian and bicycle traffic, and the recreational needs of fishermen. Pedestrians, fishermen, and cyclists all currently share the same narrow five-foot sidewalks along the existing bridge, which creates potential conflicts among the various users.

## PROJECT HISTORY

The project was initiated in October 2004. The study team held two Open House Meetings at the Ocean City Convention Center to assist and provide feedback in the development of the proposed improvements. The Open House meetings were held in June and October 2005. Comments and suggestions received by the public have been evaluated and incorporated into the alternatives, where possible.

## TRAFFIC OPERATIONS AND CONGESTION

The Average Daily Traffic (ADT) volumes in 2004 for US 50 between MD 611 and MD 378 average 48,600 vehicles per day during the summer and 27,200 vehicles per day during the rest of the year. Traffic forecasts indicate that in 2030 the volumes will increase to 35,200 vehicles per day during the off-season and 55,300 vehicles per day during the summer. These projected 2030 “No-Build” volumes assumes no capacity or operational improvements along US 50 or to the bridge itself.

Existing and 2030 No-Build Level of Service (LOS) analyses were performed for average and summer traffic volumes. LOS is a measure of the congestion experienced by drivers, and ranges from A (free flow with little or no congestion) to F (failure with stop-and-go conditions). LOS is normally computed for the peak periods of the typical day, with LOS D (approaching unstable flow) or better generally considered acceptable. At LOS E, volumes are near or at 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.

### Off-Season Traffic

Currently, during the off-season months, all intersections are operating at LOS A at midday and evening peak hours. These intersections are expected to operate at LOS B or better under the 2030 No-Build traffic conditions. Generally, in Ocean City, the first peak hour of the day occurs in the late morning/ early afternoon, while the second

Intersection LOS Analysis – Average Traffic

Location	2004 Existing		2030 No-Build	
	Midday Peak	Evening Peak	Midday Peak	Evening Peak
US 50 @ MD 611 (Stephen Decatur Road)	A	A	B	B
US 50 @ Golf Course Road	A	A	A	B
US 50 @ MD 528 (Philadelphia Avenue)	A	A	A	A
US 50 @ MD 378 (Baltimore Avenue)	A	A	A	A

Intersection LOS Analysis – Summer Traffic

Location	2004 Existing		2030 No-Build	
	Midday Peak	Evening Peak	Midday Peak	Evening Peak
US 50 @ MD 611 (Stephen Decatur Road)	D	E	E	F
US 50 @ Golf Course Road	D	D	E	E
US 50 @ MD 528 (Philadelphia Avenue)	B	D	C	E
US 50 @ MD 378 (Baltimore Avenue)	C	C	D	D

peak hour occurs during the traditional evening time frame.

### *Summer Season Traffic*

During the summer season, all of these intersections operate at a LOS E or better. Congestion and delays in this area are common, though a portion of this condition is due to the frequent opening of the bridge's draw span in addition to delays caused by area intersections. With increased traffic volumes expected by the year 2030, the operational characteristics of the intersections are expected to get worse with the US 50/MD 611 intersection expected to fail at a LOS F in the evening peak.

## **CONTEXT SENSITIVE SOLUTIONS**

As part of this project, the Project Team will incorporate ideas from public comments received as a result of the workshop sessions. Coordination will continue with Worcester County and the Town of Ocean City to develop alternatives that incorporate "Context Sensitive Solutions" (CSS) concepts, wherever possible, to preserve and enhance the community's character while improving transportation in the study area.

US 50 from MD 611 to MD 378 (Baltimore Avenue) is part of a designated state scenic byway. Coordination with the Maryland Scenic Byways Program is ongoing to obtain guidance to preserve, maintain or enhance the character defining features related to the byway travel experience. CSS concepts address the following:

- Pedestrian and bicyclists circulation and safety
- Local traffic circulation in and out of the neighborhoods and businesses
- Disturbance to traffic circulation during construction
- Access to mass transit
- Right-of-way impacts
- Effects on police, fire, and emergency rescue response time
- Aesthetics/landscape/streetscape opportunities
- Fishermen accommodations and safety
- Maritime boaters accommodations and safety
- Effects to Skimmer Island
- Other specific community issues

Your comments will help assure that the proposed alternatives developed to improve the study area reflect the local character and the aesthetic desires of the community. We encourage you to comment on CSS issues using the comment card in the back of this brochure.

## **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 routine maintenance and safety improvements. This alternative does not address the Purpose and Need for the project. However, it serves as a baseline for judging the impacts and benefits associated with the other alternatives.

### **BUILD ALTERNATIVES – Assumptions**

Each of the build alternatives assume the existing channel would remain in its current location due to environmental agencies' comments of the probable negative effects of moving it. The new structures in the alternatives are either a fixed span or a higher draw span. For the fixed spans a height of 45 feet and for the higher draws spans a height of 30 feet were used. These assumed heights were based on results from a mast height survey conducted for an entire year – from December 2004 to December 2005.

For all of the build alternatives, the emergency response time in the study area is expected to improve as a result of the implementation of the proposed project. The project will be coordinated with emergency services providers throughout the project planning process.

### **ALTERNATIVE 2 - Rehabilitation**

This alternative involves rehabilitation to the existing bridge with a pedestrian aerial tram servicing the park-n-ride transit lot just west of the bridge; a separate fishing pier for fisherman; wider sidewalks for pedestrians and cyclists; and adds aesthetics such as lighting and archways. The pedestrian aerial tram greatly adds to the cost of this alternative. Rehabilitation of the bridge will extend its life by 30-40 years; however, it will not decrease the number of draw span openings. The rehabilitation would include major repairs to the piers and the draw span as well as resurfacing. This alternative also does not require taking any homes or businesses.

### **ALTERNATIVE 3- One-Way Pair**

*(see pages 10, 14-15)*

This alternative proposes a new, three-lane bridge with a higher draw span for outbound traffic. The new structure begins slightly west of the existing bridge and connects near 2nd street in Ocean City. Traffic can either go outbound on the new structure or continue straight on MD 528 (Philadelphia Avenue) which is one-way south. The existing bridge would be used for inbound traffic only, and would be restriped to have a total of three lanes with shoulders on both sides. To service the inbound traffic, major repairs would be done to the existing bridge to extend its life. The higher draw span should help reduce congestion due to less needed openings for the outbound traffic. This alternative has a very steep entrance into Ocean City and would still require frequent draw span openings of the existing bridge for the inbound span. It would displace eleven homes and eighteen businesses.

### **ALTERNATIVE 4- 1st Street Connection**

*(see pages 11, 16-17)*

This alternative proposes a new parallel bridge that begins slightly west of the existing bridge and connects near 1st Street in Ocean City (in the area of the concrete plant). The bridge would be a high-level fixed span with six lanes carrying both inbound and outbound traffic. The existing bridge would be retained and possibly used for bikes, transit, pedestrians, and fishermen. The inbound traffic would continue onto MD 378, which is one-way northbound, and a new connection would be added to continue the inbound right-turn movement for heading southward into Ocean City. This alternative has a very steep entrance into Ocean City due to the height needed for a fixed span. It has the greatest number of impacts to residential and commercial properties in east Ocean City. It would require taking eighteen homes and thirty-five businesses.

### **ALTERNATIVE 5- South Parallel Bridge**

*(see pages 11, 18-19)*

This alternative proposes a new parallel bridge just south of US 50, tying back into Division Street. The bridge would have a higher draw span and carry inbound and outbound traffic with six lanes. The existing bridge would be retained and possibly used for bikes, transit, pedestrians, and fishermen. This alternative does not change the flow of traffic, but will possibly help with congestion due to the wider roadway. The higher draw span should also reduce congestion due to the need for less bridge openings.

This alternative would displace eight homes and eight businesses in east Ocean City.

### **ALTERNATIVE 5a- North Parallel Bridge**

*(see pages 11, 20-21)*

This alternative proposes a new parallel bridge just north of US 50, tying back into Division Street. This is a mirror concept of Alternative 5. The bridge would have a higher draw span and carry inbound and outbound traffic with six lanes. The existing bridge would be retained and possibly used for bikes, transit, pedestrians, and fishermen. This alternative does not change the flow of traffic, but will possibly help with congestion due to the wider roadway. The higher draw span should also help reduce congestion due to the need for less bridge openings. This alternative would displace six homes and nine businesses in east Ocean City.

### **ALTERNATIVE 6- 9th Street Connection**

*(see pages 11, 22-23)*

This alternative proposes a new bridge that begins west of MD 611 and connects to 9th Street in Ocean City (new alignment behind the White Marlin Mall). This would be a fixed span, four-lane structure. The existing bridge would be retained and possibly used for bikes, transit, pedestrians, and fishermen. This alternative would take a majority of traffic away from the congested area south of 9th street and also is the farthest from Skimmer Island, which is an environmentally sensitive area. This alternative has the longest proposed bridge and is the most costly. It also has a very steep entrance into 9th Street due to the clearance needed for the fixed span. In addition to impacting several acres of wetlands in west Ocean City, Alternative 6 would displace fourteen homes and fourteen businesses.

### **ALTERNATIVE 7- Remove & Replace**

*(see pages 11, 24-25)*

This alternative proposes a new bridge that removes and replaces the existing bridge. This new bridge would be at the current location of the existing bridge. The bridge would have a higher draw span and carry inbound and outbound traffic with six lanes. This alternative does not change the flow of traffic, but will possibly help with congestion due to the wider roadway. The higher draw span should also help reduce congestion due to the need for less bridge openings. This alternative would impact residential and commercial properties in east Ocean City. It would also have a greater impact on the existing bridge itself which is historic.

# **ENVIRONMENTAL RESOURCE SUMMARY**

An environmental inventory was conducted to identify the socio-economic, cultural and natural environmental resources within the study area. A preliminary assessment of impacts, which could result from the alternatives under consideration, is included in the Summary of Impacts (Table 1. See Page 9).

## ***Socio-Economic Resources***

Existing land use within the study area is dominated by commercial and residential uses. The land west of the US 50 Bridge is zoned general business. This land use is intended to provide for intense commercial development near larger population centers when adequate vehicular access is available. Existing commercial shopping centers and businesses are located along US 50 (Ocean Gateway), MD 528 (Philadelphia Avenue), MD 378 (Baltimore Avenue), and MD 611 (Stephen Decatur Highway). Additional Shopping centers and retail and service establishments are being developed northwest of the US 50 Bridge.

Zoning east of the US 50 Bridge includes mixed commercial and residential uses at relatively high densities in low-rise structures. Immediately southeast of the US 50 Bridge, there are tourism oriented commercial marinas and marine support facilities. Residential areas are located both northwest and southwest of the US 50 Bridge. The area immediately southwest of the US 50 Bridge is being redeveloped to include waterfront townhouses. There are numerous other areas of new construction located throughout the project limits, which will likely include new single family homes, townhomes, and condominiums. The entire US 50 Crossing Study area is within the Priority Funding Area (PFA) as designated by Worcester County. PFAs are locations where state and local governments target their efforts to encourage and support economic development and new growth. The project is therefore consistent with the Smart Growth Act.

Ocean City's municipal bus service operates along Philadelphia Avenue, Baltimore Avenue and Coastal Highway. Also located within the project area is the South Division Street Transit Center. This transit center serves as the southern terminus of the

Ocean City municipal bus route, a staging area for the city buses, and a drop off/pickup location for many charter buses. The Ocean City Park and Ride is also located within the study area west of the US 50 Bridge. This lot provides free parking and a bus shuttle to the South Division Street Transit Center. Other parking facilities include the Hugh T. Cooper Inlet Parking Lot, and metered parking on various streets. There are no anticipated impacts to the bus service from any of the alternatives under consideration.

Depending upon the alternative chosen, between 3 and 23 acres of right-of-way may be required, along with up to 18 residential and 35 commercial property displacements.

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low-income communities. Review of census data indicates that there are low-income and minority populations present in the study area. Further research is being conducted to determine whether minority and/or low income populations will be affected by the project.

There are three publicly-owned public parks or recreational facilities located within the study area: the Homer Gudelsky Park, Entry Park and the Ocean City Downtown Recreation Complex. No impacts to any of these facilities are anticipated for any of the alternatives currently under consideration.

Noise and air quality analyses will be conducted once alternatives retained for detailed study have been identified.

## ***Cultural Resources***

In July 2001, SHA in consultation with the Maryland Historical Trust (MHT), determined that the US 50 over Sinepuxent Bay Bridge (SHA Bridge No. 23007) is eligible for the National Register of Historic Places (NRHP). It is one of nine movable bridges in Maryland that are eligible for the NRHP. The entire study area was examined by SHA in order to identify historic standing structures in the Area of Potential Effects (APE). Of the resources evaluated, SHA determined that the following historic standing

structures are eligible for the NRHP: St. Mary's Star-of-the-Sea Catholic Church, St. Paul by-the-Sea Episcopal Church, and City Hall. In addition, SHA investigated whether there were buildings in the study area in Ocean City that together retained enough historic character to be considered a historic district. Because of changes to many buildings and replacement of others, SHA has determined that the Ocean City Survey District is not eligible for the NRHP. SHA is awaiting MHT's concurrence on the NRHP recommendations, including the eligibility of the Ocean City Survey District.

There are no recorded archeological sites in the project area. The intense development of the barrier island on which Ocean City is located makes it unlikely that any intact archeological resources have survived on the east side of the Sinepuxent Bay and an underwater survey may not be required for this project. There is some potential that intact prehistoric archeological sites may be present in undeveloped interior portions of the study area on the west side of the Sinepuxent Bay, particularly on well drained margins of wetlands. In accordance with the Section 106 procedures of the National Historic Preservation Act, this Public Workshop provides the opportunity for public input regarding historic resources. Coordination with MHT will continue throughout the study to determine the effects of the project on historic properties in the study area.

### ***Natural Environmental Resources***

The project area is within the Sinepuxent Bay 100-year floodplain. If a build alternative is chosen, 100-year floodplain impacts would range from 5.5 to 13.7 acres. Tidal wetlands were identified within the project area and vicinity. Depending on the alternative chosen, wetland impacts would range up to 3.2 acres. The project area is within an Intensely Developed Area as classified by the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays. The project impacts will be coordinated with the Critical Area Commission.

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

required from the U.S. Coast Guard because the US 50 Bridge crosses navigable waters.

Surface waters in the vicinity of the project area serve as habitat for anadromous fish and are classified as Use II waters (Shellfish Harvesting Waters) by the Maryland Department of Natural Resources (DNR). DNR recommends that a time of year restriction from March 1 through June 15 should be observed. The National Marine Fisheries Service (NMFS) has indicated that the project area and vicinity contains Essential Fish Habitat (EFH), which is defined as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." In addition, the project area hosts an array of marine and estuarine federally managed finfish, particularly the summer flounder. NMFS recommends a restriction period from April 1 through June 30 as well as the preparation of an EFH assessment, which will be conducted to assess the effects of a proposed action on existing fish habitat.

There are also several species of federally threatened or endangered marine turtles that are likely to be present within the project area and vicinity from May to November 30 of any year: the leatherback, kemp's ridley, green, loggerhead and hawksbill turtles. If impacts to endangered species impacts are likely, Section 7 Consultation will begin, and a Biological Assessment will be prepared.

Coordination completed with DNR indicates that there is a waterbird colony on Skimmer Island in the Sinepuxent Bay a quarter mile to the north of the US 50 Bridge. Skimmer Island provides habitat for several state-listed endangered waterbird species including the Black Skimmer, Sandwich Tern and Royal Tern. According to DNR, a protection area of a quarter mile radius from the colony's outer boundary has to be established. DNR recommends no work be done in the vicinity of the colony on Skimmer Island during the March 1 through August 15 breeding season for the variety of species that utilize the island, in any given year.

The U.S. Migratory Bird Treaty Act, which prohibits impacts to migratory birds, is regulated by the U.S. Fish and Wildlife Service, with input from DNR. Migratory birds often nest on existing bridges. Coordination with USFWS and DNR will occur regarding potential time of year restrictions.

The Coastal Zone Management Act of 1972 requires that federal actions which are reasonably likely to affect any land or water use, or natural resource of a state's coastal zone be conducted in a manner that is consistent with a state's federally approved Coastal Zone Management Program (CZMP). The CZMP requirements for the US 50 Crossing Study will be met through the routine SHA permit application processes with state and federal agencies.

## **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 this Alternates Public Workshop and identify alternatives for detailed study (Summer 2006)
- Complete detailed engineering/environmental studies (Fall 2007)
- Complete Draft Environmental Document and Hold Location/Design Public Hearing (Winter 2007/ Spring 2008)
- Address Public Hearing comments, coordinate with agencies and identify a Preferred Alternative (Summer 2008)
- Prepare Final Environmental Document (Spring 2009)
- Obtain Location and Design Approvals (Summer 2009)

## **NON-DISCRIMINATORY 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  
410-545-0315  
Toll free within Maryland  
1-888-545-0098  
e-mail: [jjenkins@sha.state.md.us](mailto: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. James Oddis, Chief  
District 1, Office of Real Estate  
Maryland State Highway Administration  
P.O. Box 2679  
660 West Road  
Salisbury, MD 21802  
(410) 677-4074  
Toll free within Maryland  
1-800-825-4742  
e-mail: [joddis@sha.state.md.us](mailto:joddis@sha.state.md.us)

## **MEDIA USED FOR MEETING NOTIFICATION**

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

- The Ocean Pines Independent
- The Salisbury Daily Times
- The Worcester County Times
- The Maryland Beachcomber

## ***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:

### ***STATE HIGHWAY ADMINISTRATION***

- 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  
e-mail: rveeramachaneni@sha.state.md.us
- Ms. R. Suseela Rajan, Project Manager  
Project Planning Division  
Maryland State Highway Administration  
707 North Calvert Street  
Mailstop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8514 or  
Toll free within Maryland  
1-800-548-5026  
e-mail: srajan@sha.state.md.us

- Ms. Tessa K. Young, Assistant Project Manager  
Project Planning Division  
Maryland State Highway Administration  
707 North Calvert Street  
Mailstop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8039 or  
Toll free within Maryland  
1-800-548-5026  
e-mail: tyoung@sha.state.md.us
- Mr. Donnie Drewer, District Engineer  
District 1  
Maryland State Highway Administration  
P.O. Box 2679  
660 West Road  
Salisbury, MD 21802  
Telephone: (410) 677-4006  
Toll free within Maryland  
1-800-825-4742  
e-mail: ddrewer@sha.state.md.us

### ***FEDERAL HIGHWAY ADMINISTRATION***

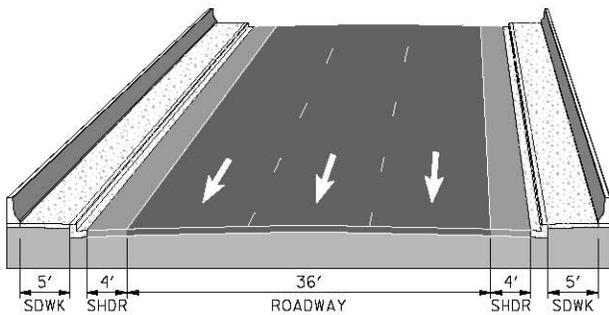
- Ms. Denise Winslow King,  
Environmental Specialist  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore, MD 21201-2819  
Telephone: (410) 779-7145  
e-mail: denise.king@fhwa.dot.gov

**US 50 STUDY  
SUMMARY OF IMPACTS**

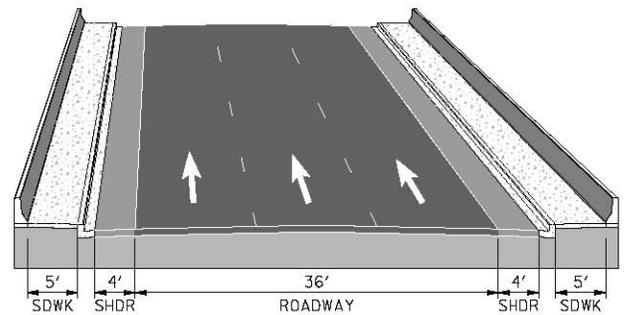
CATEGORY	Alt. 1(No-Build)	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 5A	Alt. 6	Alt. 7
<b>Displacements / Area of Impact</b>								
<b>Number of Potential Displacements</b>								
Residential	0	0	11	18	8	6	14	7
Commercial	0	0	16	35	8	9	14	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>53</b>	<b>16</b>	<b>15</b>	<b>28</b>	<b>16</b>
<b>Right of Way Required (acres)</b>								
Residential	0	0	1	2	1	1	17	1
Commercial	0	0	4	7	2	2	6	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>23</b>	<b>3</b>
<b>Number of Properties Impacted</b>								
Residential	0	0	7	11	10	4	19	10
Commercial	0	0	13	38	14	13	11	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>24</b>	<b>17</b>	<b>30</b>	<b>24</b>
<b>Environmental Impacts (Acres)</b>								
Wetlands	0	0	0.2	0.4	0.2	0.2	0.0	0.1
Wetlands (Incl. Bridge Shadow)	0	0	0.3	0.7	0.2	0.2	3.2	0.1
Historic Properties	0	0	0.0	0.0	0.0	0.0	0.0	1.0
100-Year Floodplain	0	0	7.2	13.7	5.5	6.1	6.8	5.9
Parks	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Woodlands	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Length of Bridge (ft)	N/A	N/A	2160.0	2160.0	2290.0	2310.0	5150.0	2290.0
<b>Cost</b>								
<b>Total Cost</b>	<b>\$20M - \$35M</b>	<b>\$170M - \$185M</b>	<b>\$120M - \$135M</b>	<b>\$150M - \$165M</b>	<b>\$185M - \$200 M</b>	<b>\$185M - \$200 M</b>	<b>\$245M - \$260M</b>	<b>\$210M - \$225M</b>

Table 1

### 3 Lane Bridge (Alternative 3)

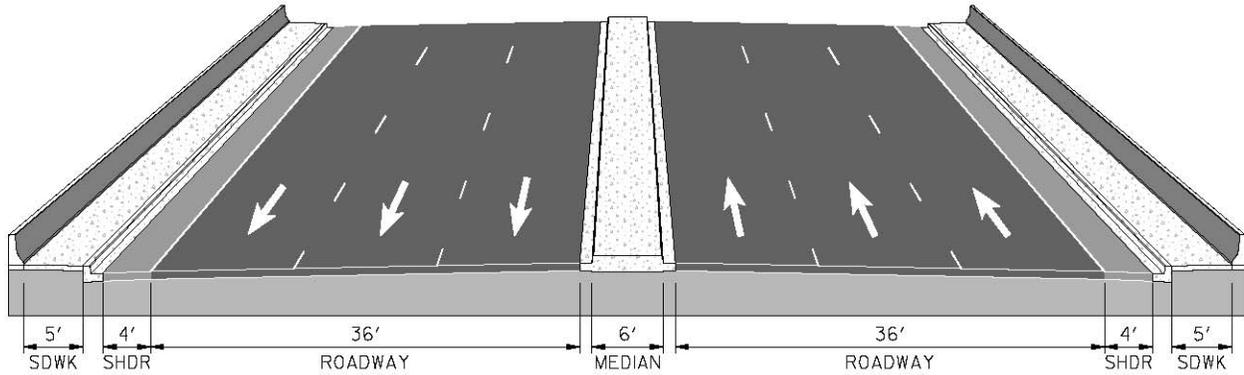


**Restriped Existing Bridge  
Eastbound Traffic**

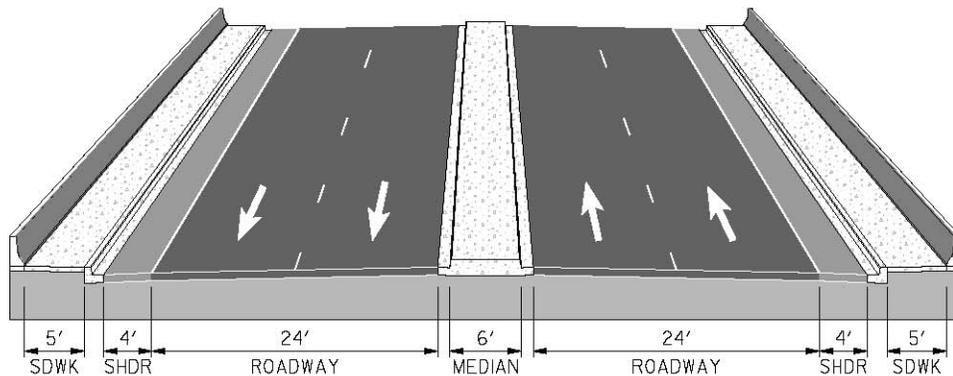


**Proposed Bridge  
Westbound Traffic**

## 6 Lane Bridge (Alternatives 4, 5, 5A, and 7)

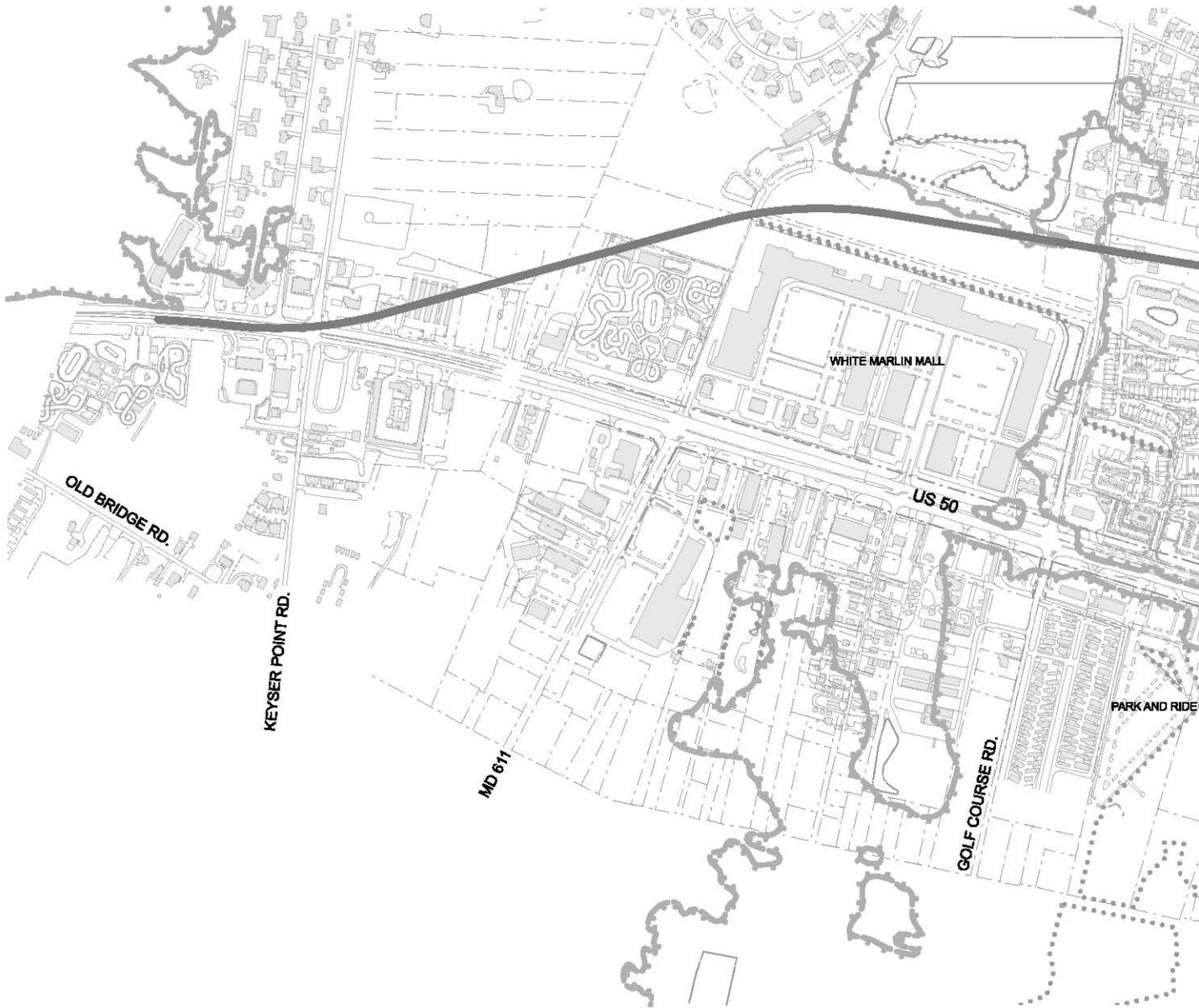


## 4 Lane Bridge (Alternative 6)





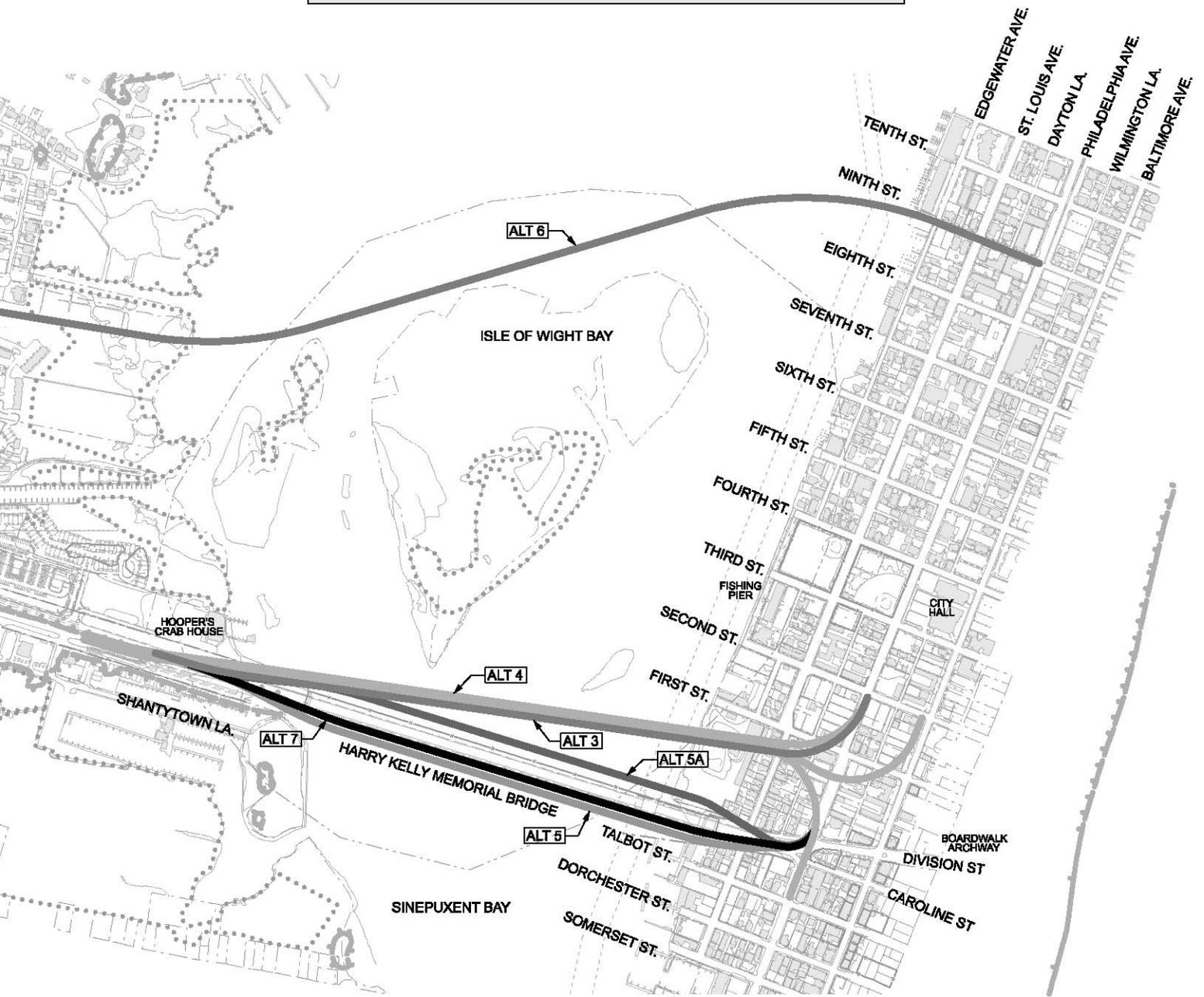
# US 50 CROSSING STUDY



**LEGEND**

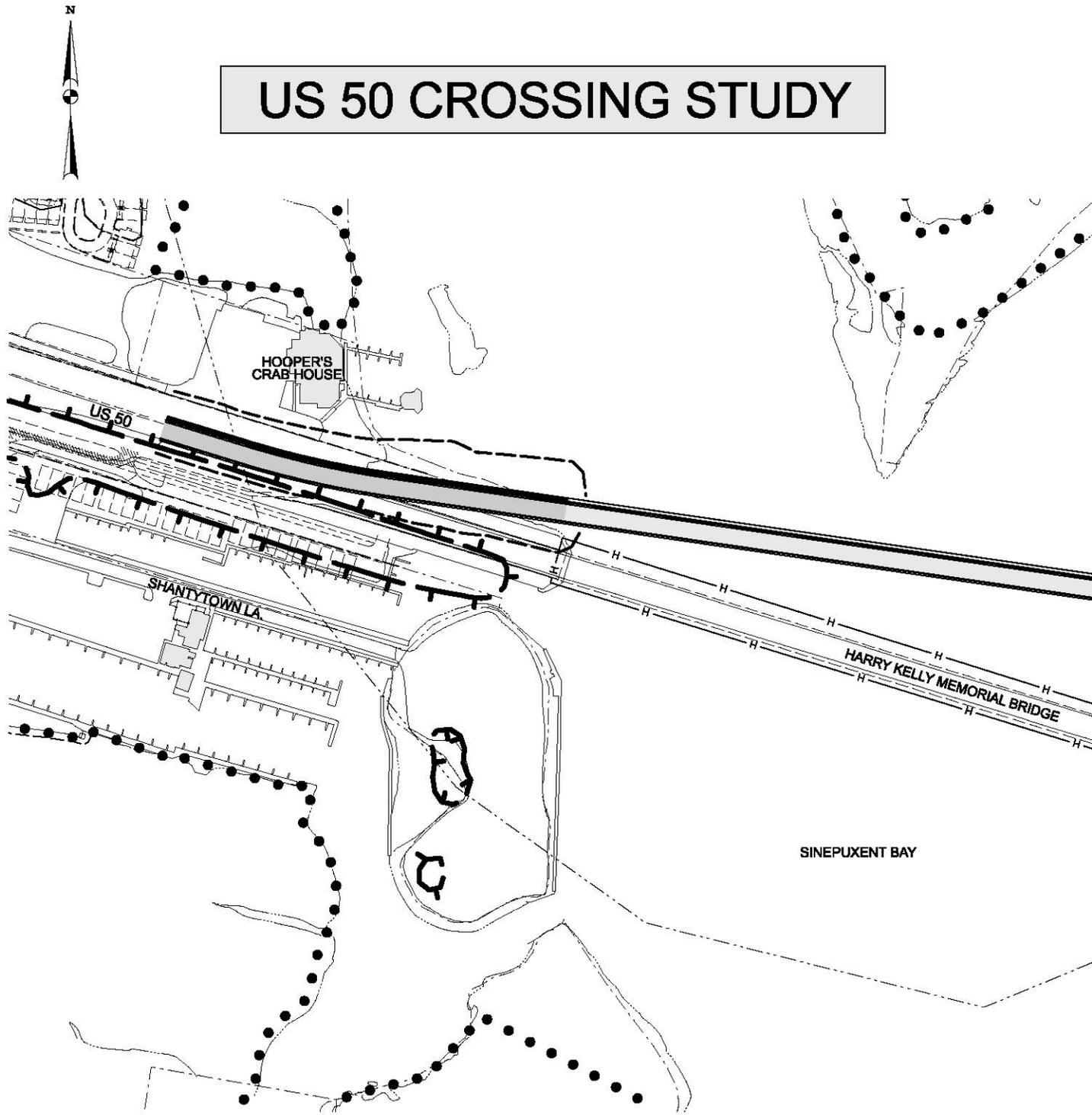
	Proposed Study Alternative		Park Boundary
	Existing Right of Way		Historic Boundary
	FEMA 100 Year Floodplain		Bird Colony Buffer
	Wetland		Navigational Channel

# STUDY ALTERNATIVES

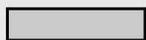
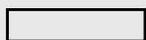
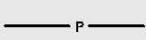
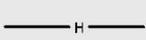
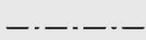


<h2>US 50 CROSSING STUDY</h2> <h2>PRELIMINARY STUDY ALTERNATIVES</h2>	
<p> <b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>  <b>STATE HIGHWAY ADMINISTRATION</b>    <b>PROJECT PLANNING DIVISION</b>  <b>SCALE: 1"=800'</b> </p>	<p> <b>BACKGROUND MAPPING SOURCE</b>  <b>MD SHA</b>  <b>DECEMBER 2005</b> </p>
	<p><b>JUNE 2006</b></p>

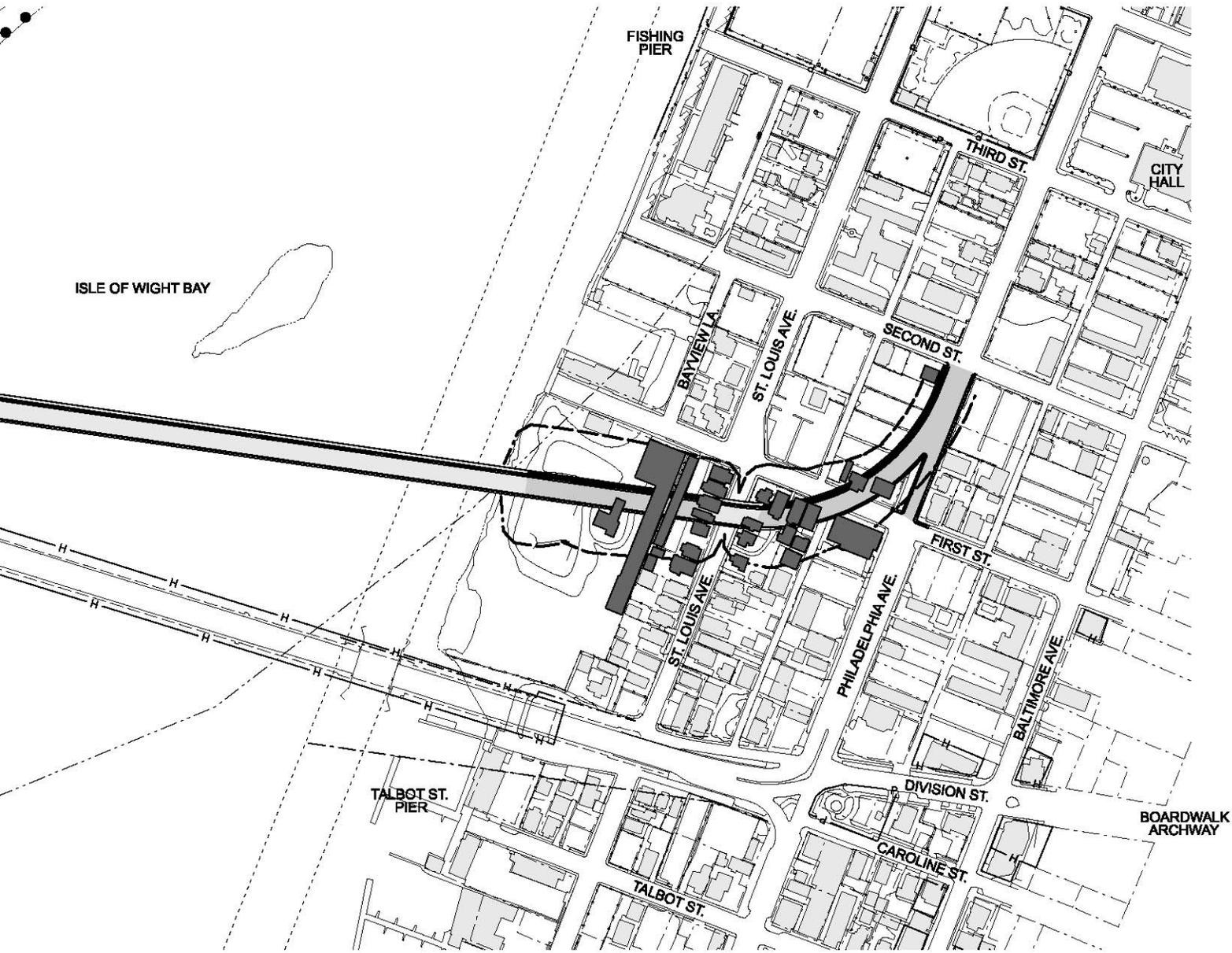
# US 50 CROSSING STUDY



## LEGEND

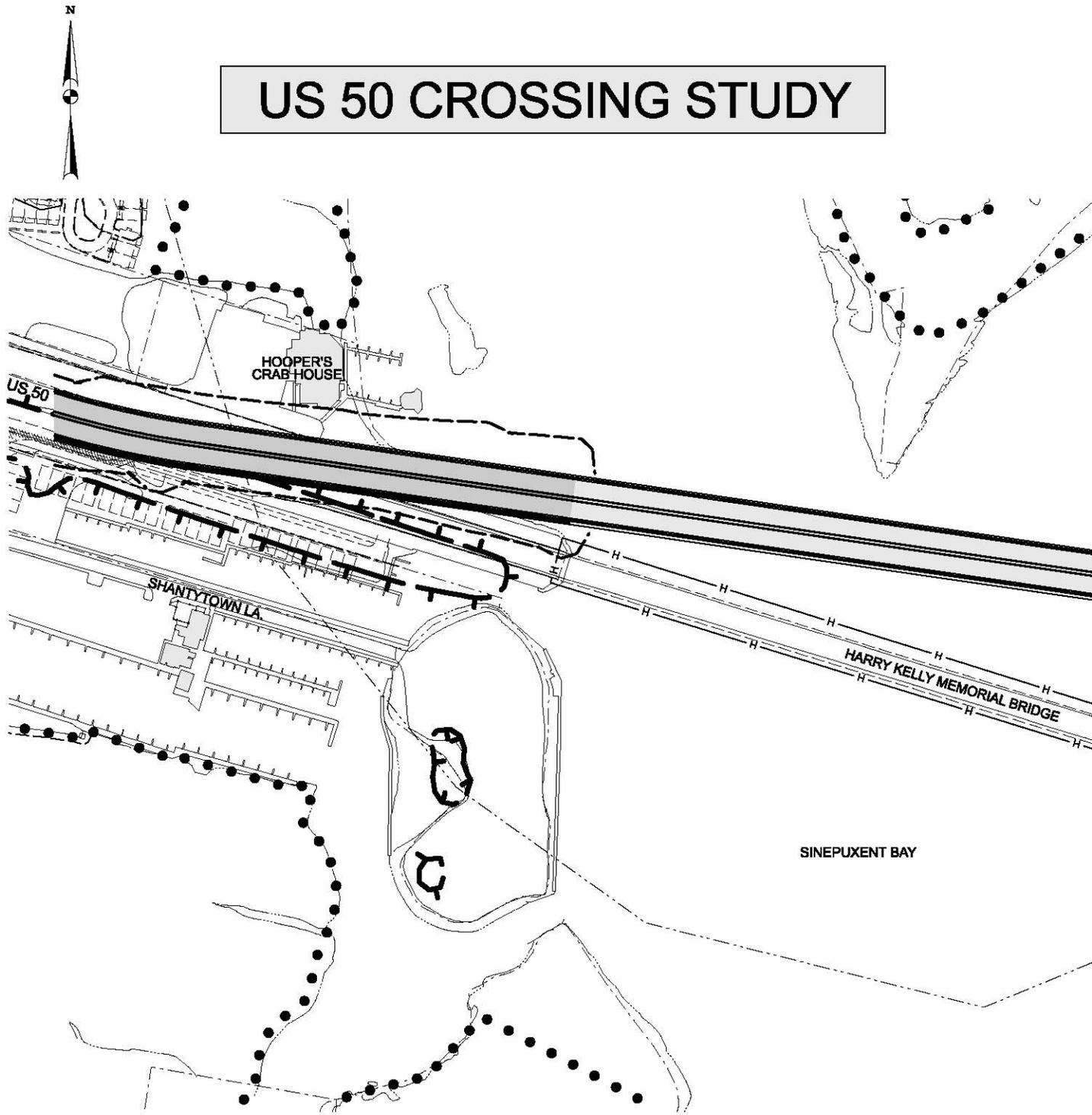
- |   |                          |  |                      |
|---|--------------------------|--|----------------------|
|  | Proposed Roadway         |  | Wetland              |
|  | Proposed Bridge          |  | Park Boundary        |
|  | Proposed Right of Way    |  | Historic Boundary    |
|  | Existing Right of Way    |  | Bird Colony Buffer   |
|  | Potential Displacement   |  | Navigational Channel |
|  | FEMA 100 Year Floodplain |  |                      |

# ALTERNATIVE 3: ONE-WAY PAIR 30' HIGH DRAW SPAN

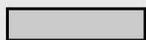
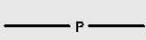
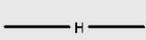
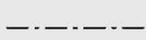


<h2>US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 3</h2>	
<p> <b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>  <b>STATE HIGHWAY ADMINISTRATION</b>    <b>PROJECT PLANNING DIVISION</b>  <b>SCALE: 1"=300'</b> </p>	<p> <b>BACKGROUND MAPPING SOURCE</b>  <b>MD SHA</b>  <b>DECEMBER 2005</b> </p>
	<p><b>JUNE 2006</b></p>

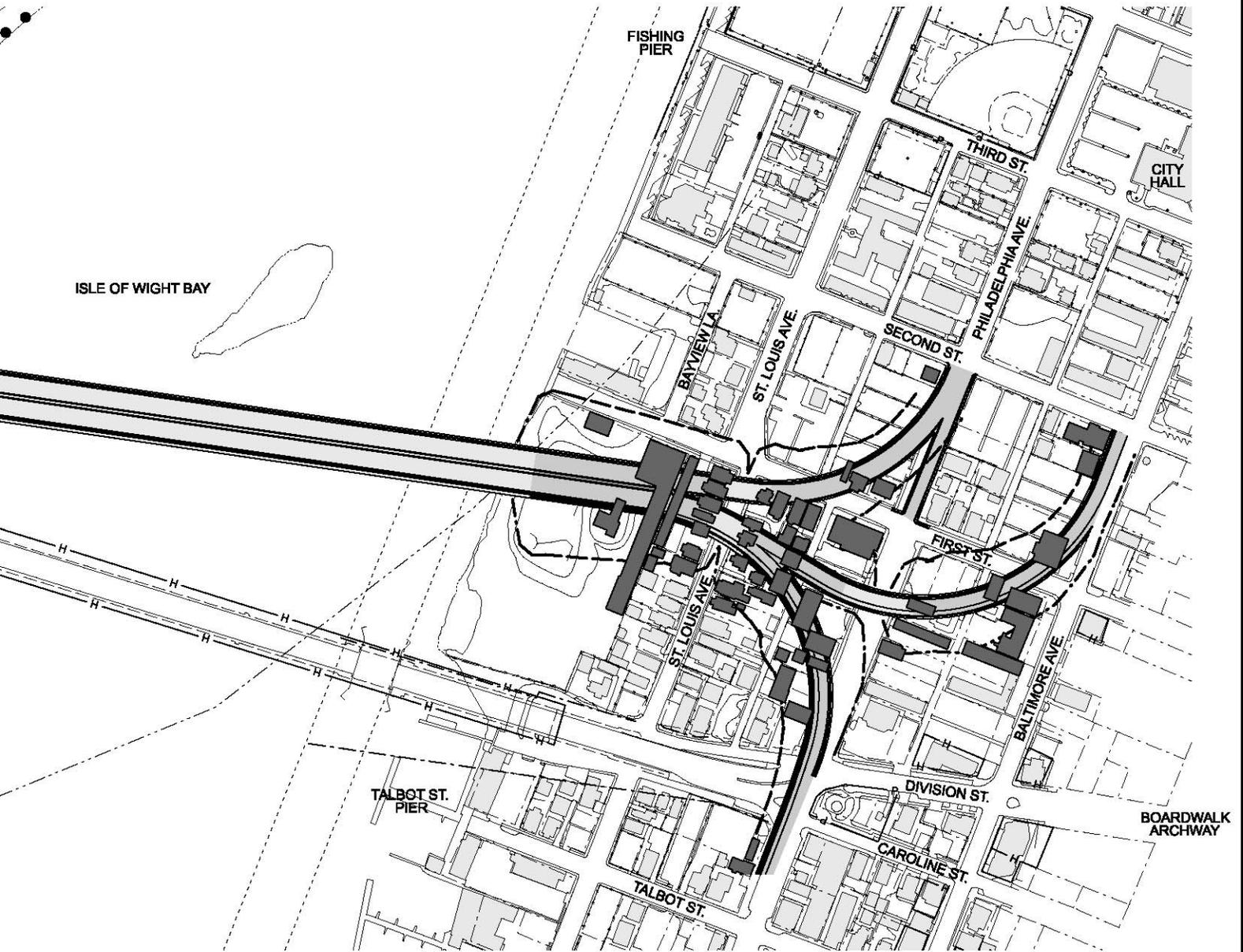
# US 50 CROSSING STUDY



## LEGEND

- |   |                          |  |                      |
|---|--------------------------|--|----------------------|
|  | Proposed Roadway         |  | Wetland              |
|  | Proposed Bridge          |  | Park Boundary        |
|  | Proposed Right of Way    |  | Historic Boundary    |
|  | Existing Right of Way    |  | Bird Colony Buffer   |
|  | Potential Displacement   |  | Navigational Channel |
|  | FEMA 100 Year Floodplain |  |                      |

# ALTERNATIVE 4: 1ST STREET CONNECTION 45' FIXED SPAN



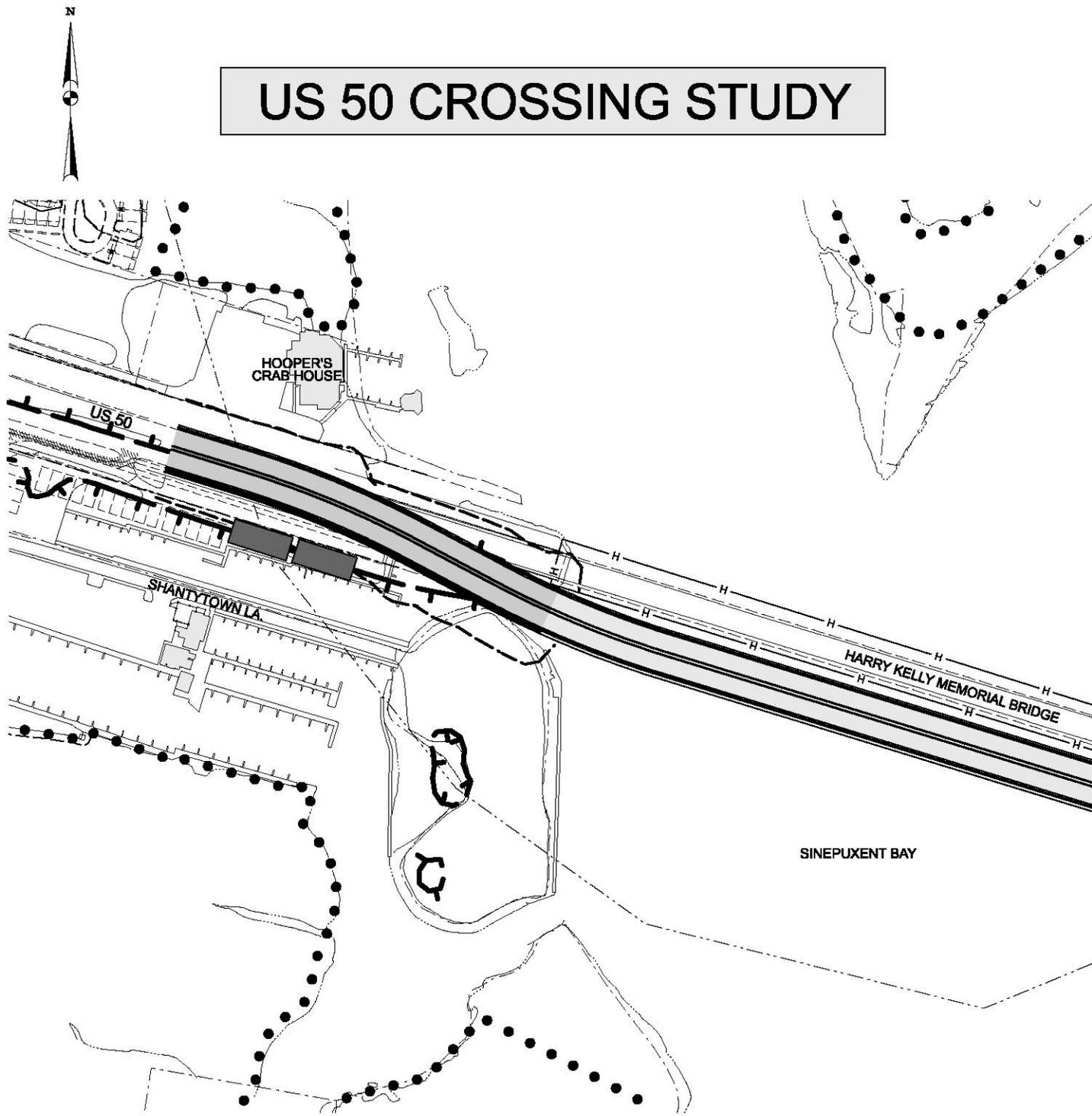
## US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 4

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
**SHA**  
PROJECT PLANNING DIVISION  
SCALE: 1"=300'

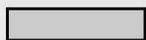
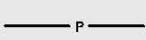
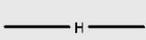
BACKGROUND MAPPING SOURCE  
MD SHA  
DECEMBER 2005

JUNE 2006

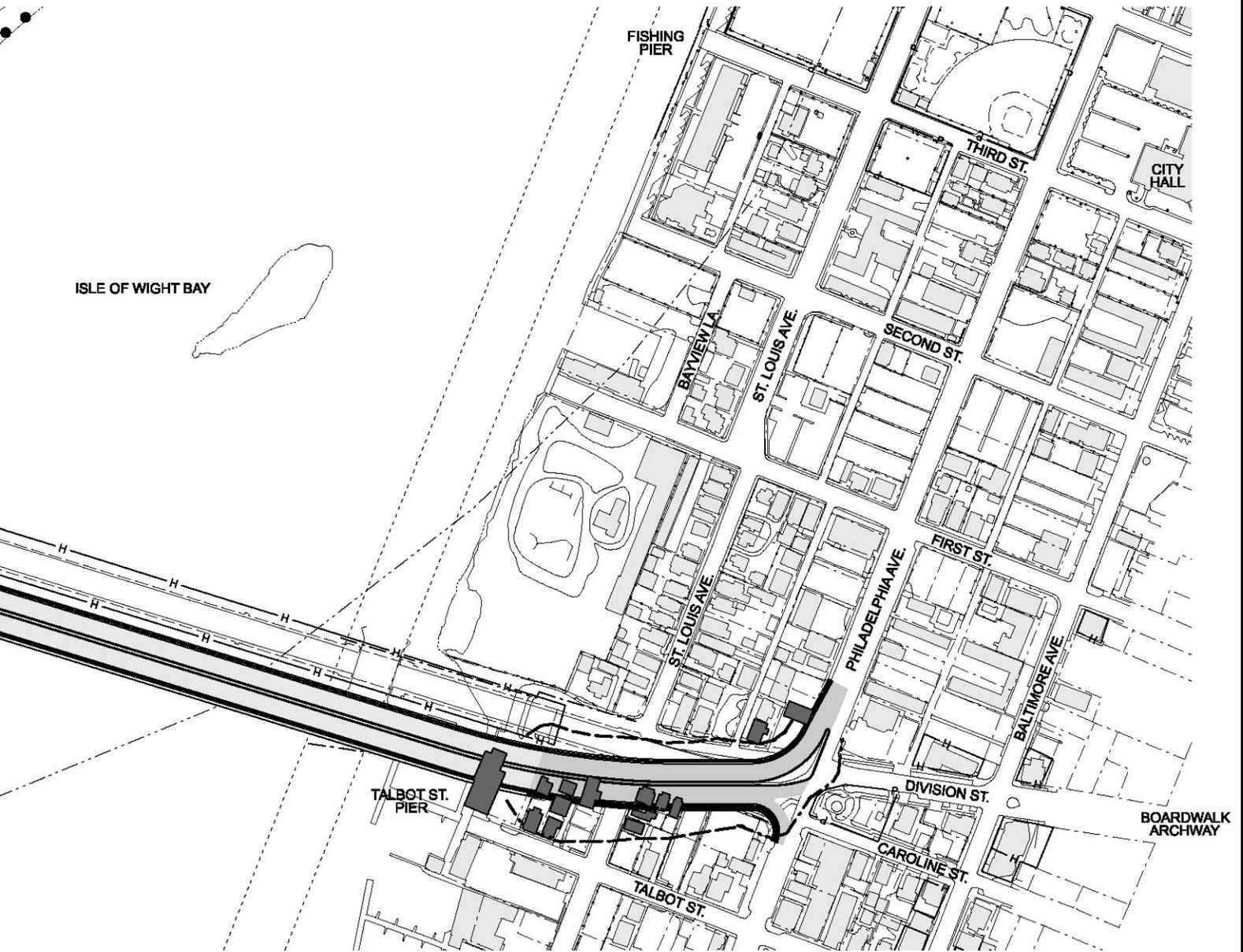
# US 50 CROSSING STUDY



## LEGEND

- |   |                          |  |                      |
|---|--------------------------|--|----------------------|
|  | Proposed Roadway         |  | Wetland              |
|  | Proposed Bridge          |  | Park Boundary        |
|  | Proposed Right of Way    |  | Historic Boundary    |
|  | Existing Right of Way    |  | Bird Colony Buffer   |
|  | Potential Displacement   |  | Navigational Channel |
|  | FEMA 100 Year Floodplain |  |                      |

# ALTERNATIVE 5: SOUTH PARALLEL BRIDGE 30' HIGH DRAW SPAN



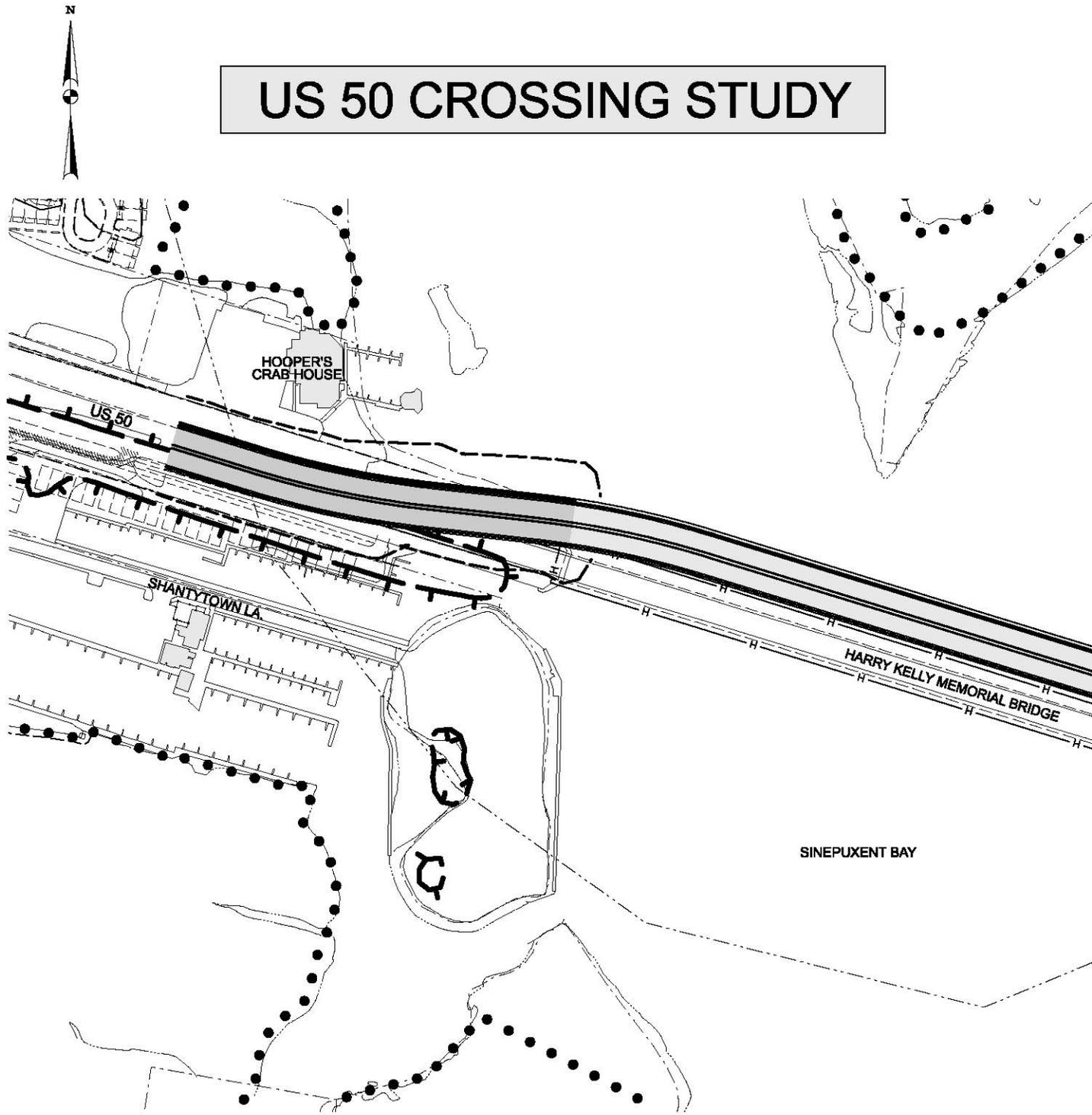
## US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 5

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
**SHA**  
PROJECT PLANNING DIVISION  
SCALE: 1"=300'

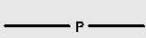
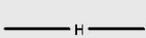
BACKGROUND MAPPING SOURCE  
MD SHA  
DECEMBER 2005

JUNE 2006

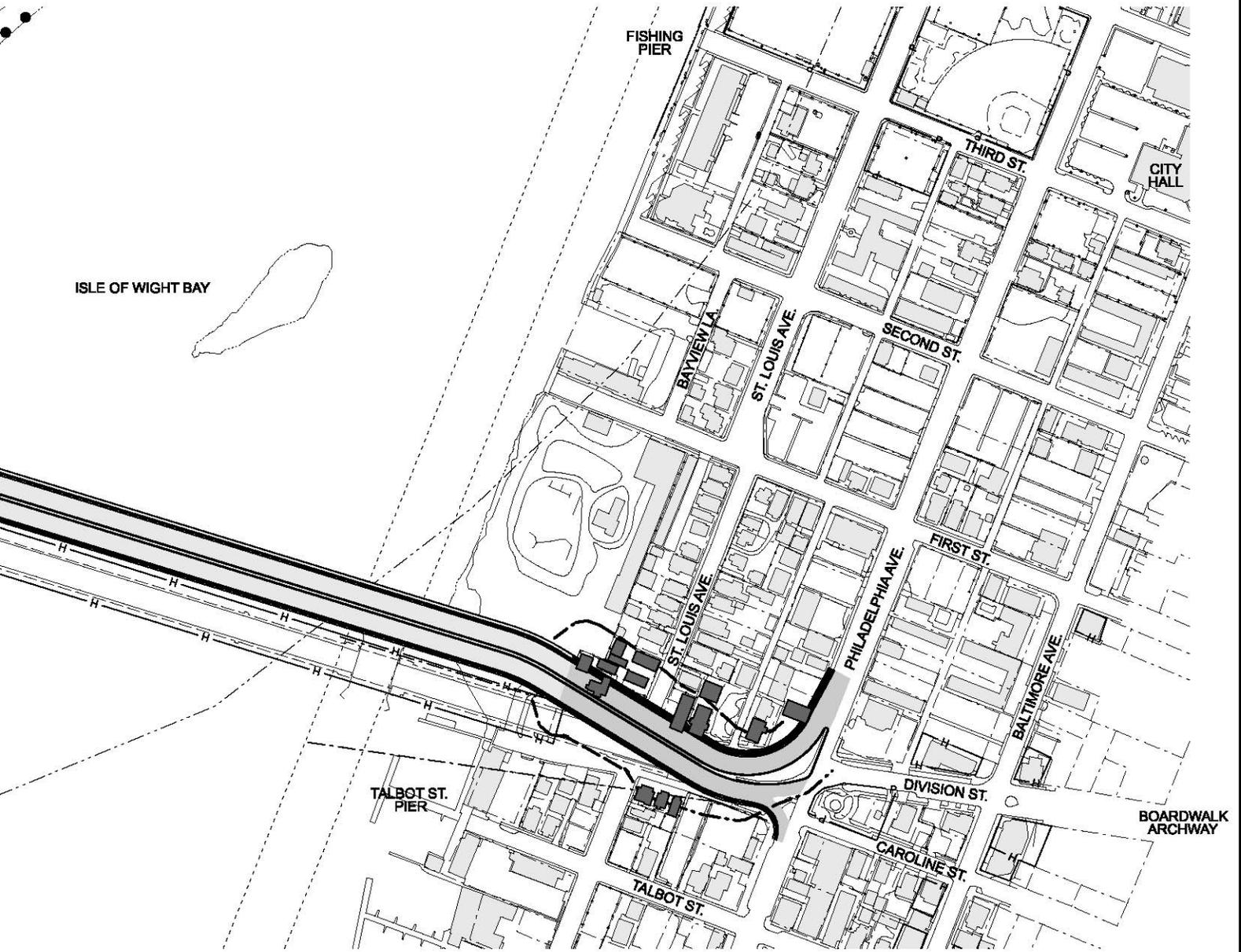
# US 50 CROSSING STUDY



## LEGEND

- |   |                          |  |                      |
|---|--------------------------|--|----------------------|
|  | Proposed Roadway         |  | Wetland              |
|  | Proposed Bridge          |  | Park Boundary        |
|  | Proposed Right of Way    |  | Historic Boundary    |
|  | Existing Right of Way    |  | Bird Colony Buffer   |
|  | Potential Displacement   |  | Navigational Channel |
|  | FEMA 100 Year Floodplain |  |                      |

# ALTERNATIVE 5A: NORTH PARALLEL BRIDGE 30' HIGH DRAW SPAN



## US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 5A

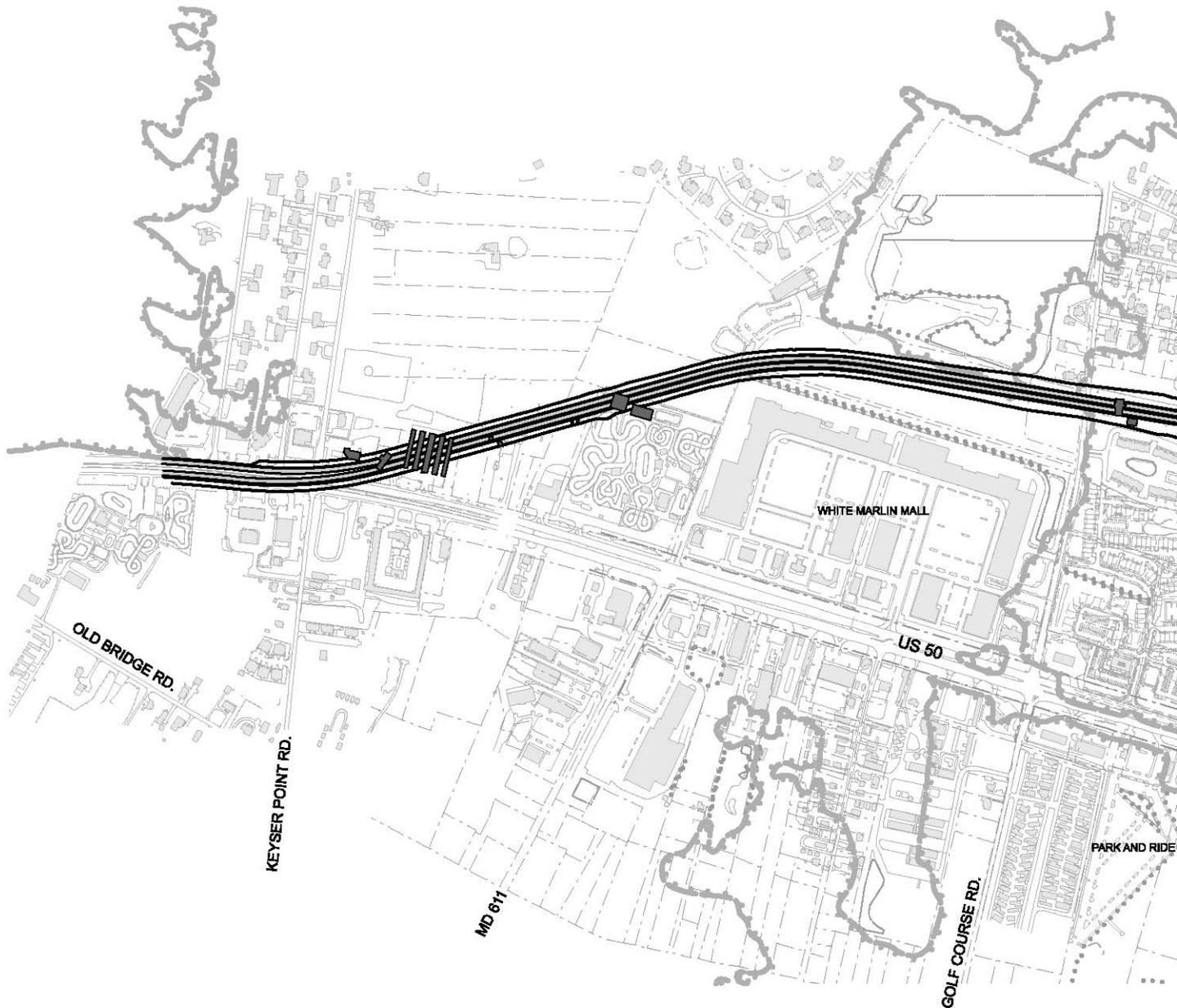
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
**SHA**  
PROJECT PLANNING DIVISION  
SCALE: 1"=300'

BACKGROUND MAPPING SOURCE  
MD SHA  
DECEMBER 2005

JUNE 2006

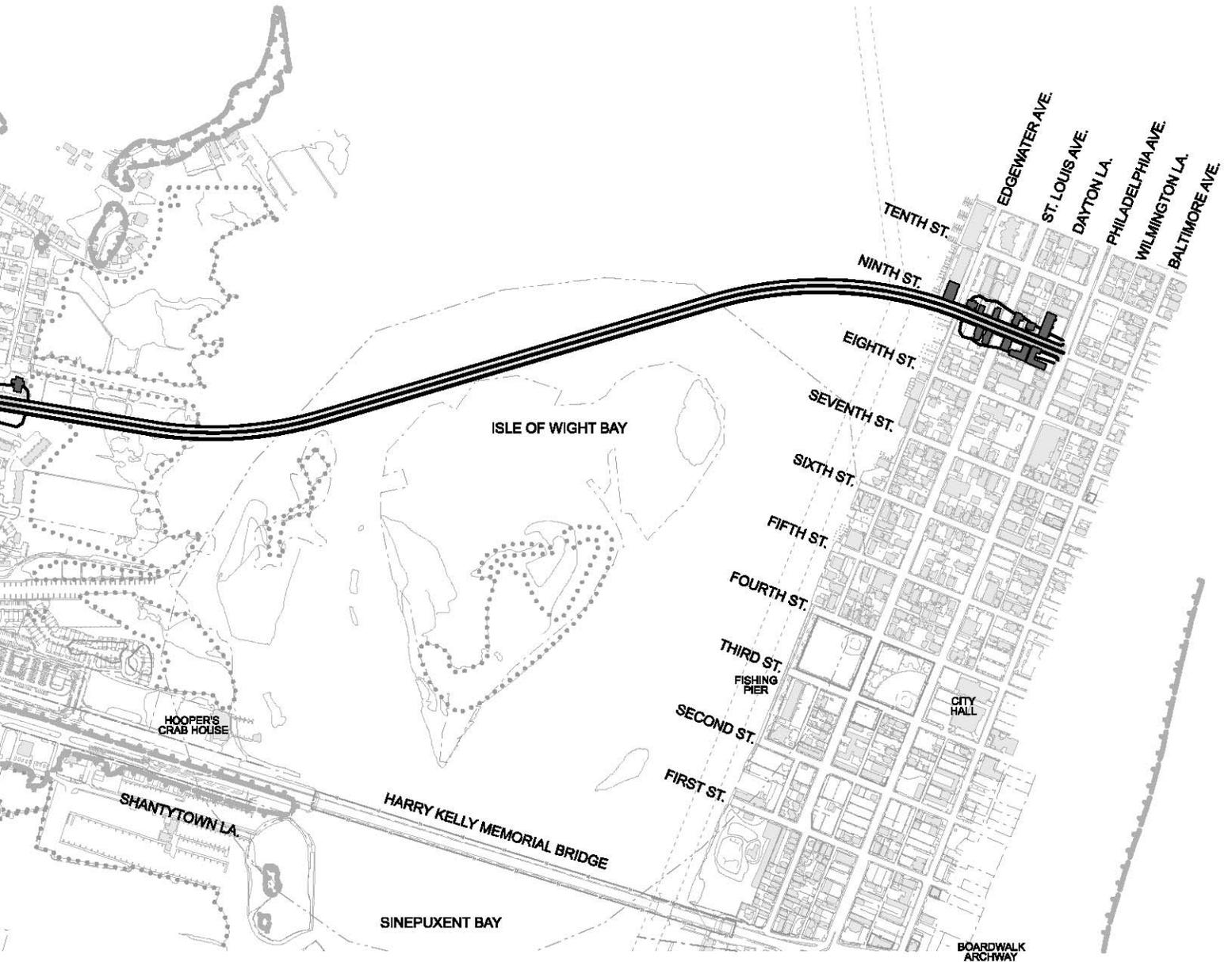


# US 50 CROSSING STUDY



LEGEND			
	Proposed Roadway		Wetland
	Proposed Bridge		Park Boundary
	Proposed Right of Way		Historic Boundary
	Existing Right of Way		Bird Colony Buffer
	Potential Displacement		Navigational Channel
	FEMA 100 Year Floodplain		

# ALTERNATIVE 6: 9TH STREET CONNECTION 45' FIXED SPAN



## US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 6

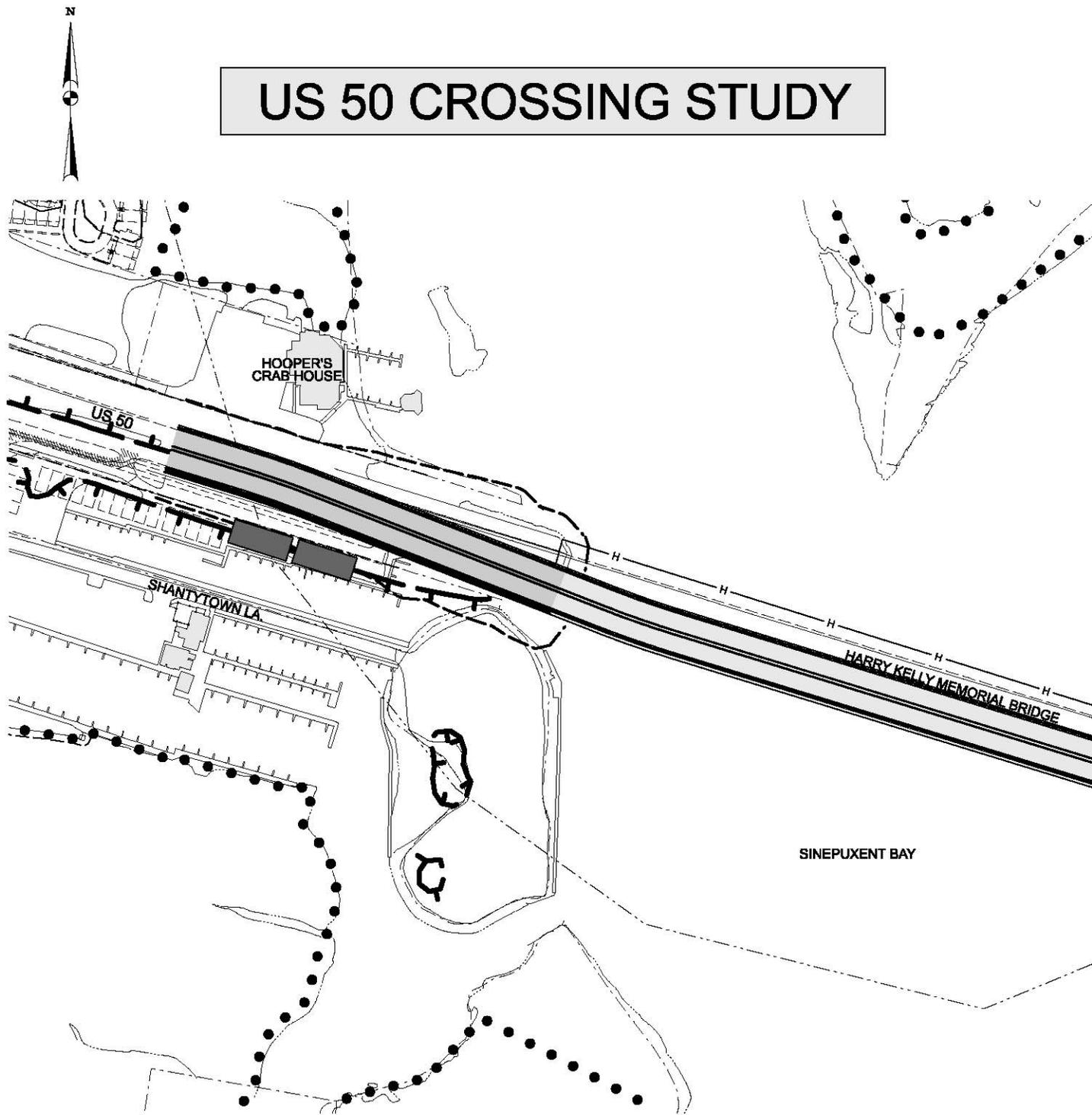
**MARYLAND DEPARTMENT OF TRANSPORTATION**  
**STATE HIGHWAY ADMINISTRATION**  
**PROJECT PLANNING DIVISION**  
**SCALE: 1"=800'**



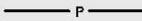
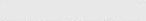
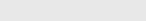
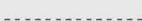
**BACKGROUND MAPPING SOURCE**  
**MD SHA**  
**DECEMBER 2005**

**JUNE 2006**

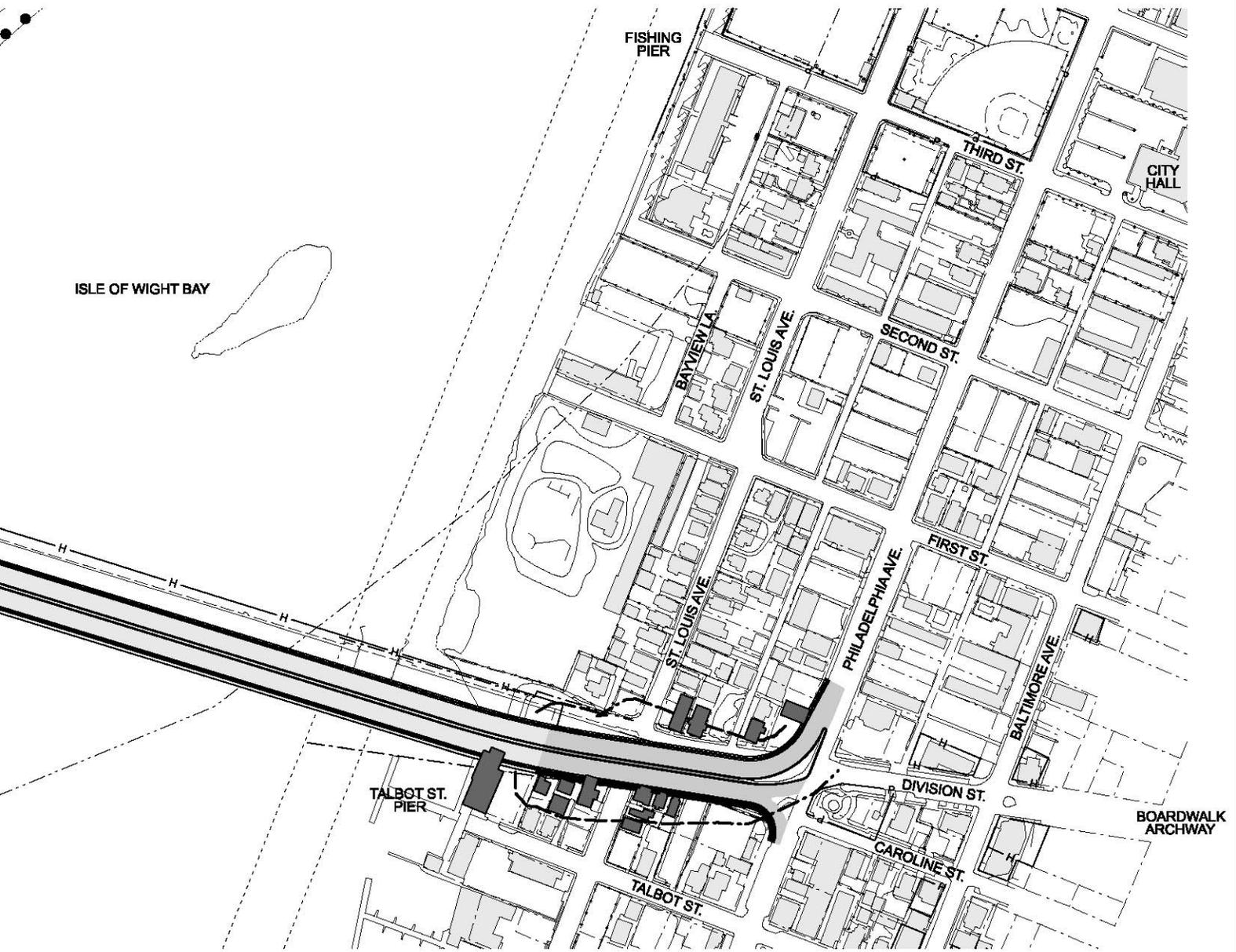
# US 50 CROSSING STUDY



## LEGEND

- |   |                          |  |                      |
|---|--------------------------|--|----------------------|
|  | Proposed Roadway         |  | Wetland              |
|  | Proposed Bridge          |  | Park Boundary        |
|  | Proposed Right of Way    |  | Historic Boundary    |
|  | Existing Right of Way    |  | Bird Colony Buffer   |
|  | Potential Displacement   |  | Navigational Channel |
|  | FEMA 100 Year Floodplain |  |                      |

# ALTERNATIVE 7: REMOVE & REPLACE 30' HIGH DRAW SPAN



## US 50 CROSSING STUDY PRELIMINARY ALTERNATIVE 7

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
**SHA**  
PROJECT PLANNING DIVISION  
SCALE: 1"=300'

BACKGROUND MAPPING SOURCE  
MD SHA  
DECEMBER 2005

JUNE 2006



From: \_\_\_\_\_  
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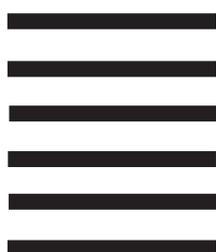
**ATTN: Sue Rajan**

**Project Manager**

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Was each part of the brochure easy to understand?

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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

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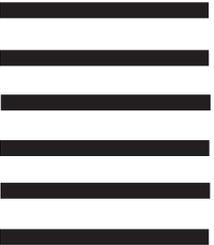
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OFFICE OF PLANNING AND  
PRELIMINARY ENGINEERING

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