



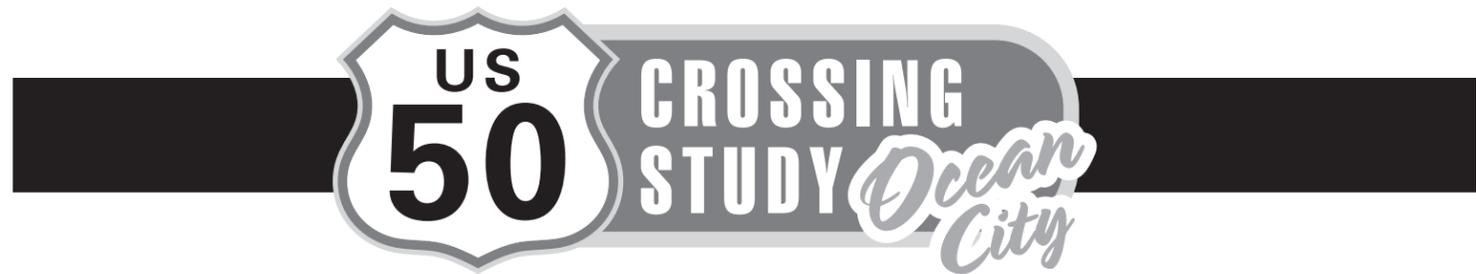
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
 Project Planning Division
 Mail Stop C-301
 P.O. Box 717
 Baltimore, MD 21203

Martin O'Malley,
Governor

Anthony Brown,
Lieutenant Governor

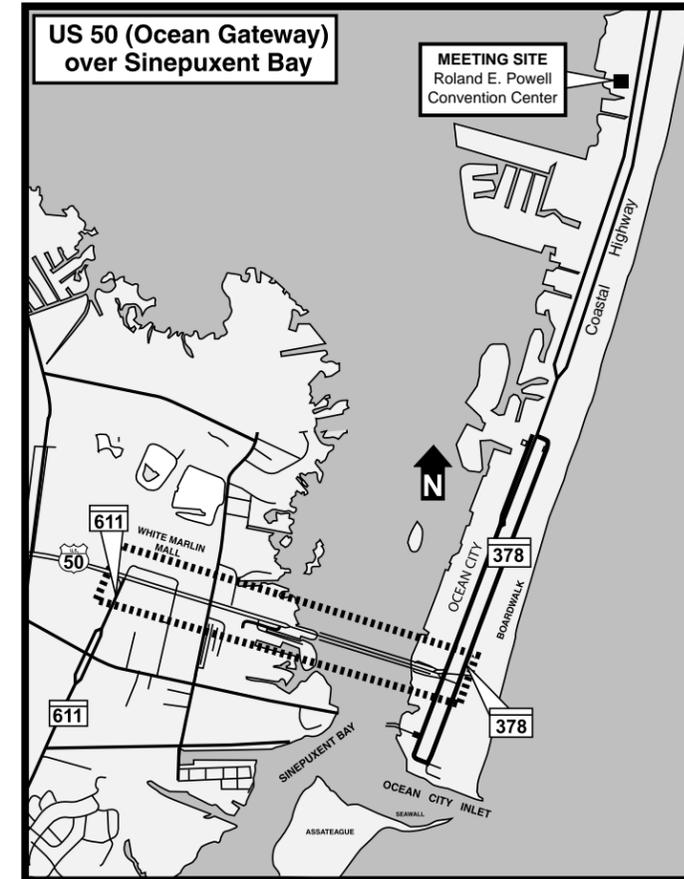
John D. Porcari,
Secretary

Neil J. Pedersen,
Administrator



LOCATION/DESIGN Public Hearing

TO:



Thursday, May 29, 2008
 6:00 P.M. - Maps/Displays Available
 7:00 P.M. - Presentation/Testimony

Roland E. Powell
 Convention Center
 4001 Coastal Highway
 (40th Street)
 Ocean City, MD 21842

Project No. WO419A11



Maryland Department
 of Transportation
 State Highway Administration



US Army Corps
 of Engineers®



U.S. 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. The study area extends from MD 611 to MD 378 (Baltimore Avenue) in the east-west direction, and from 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 HEARING

The purpose of the Location/Design Public Hearing, which will be held on Thursday, May 29, 2008, at the Roland E. Powell Convention Center, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The public hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer verbal or written comments for the project record before an alternative is selected.

HEARING FORMAT

Maps and other exhibits depicting the studied alternatives will be on display for public viewing beginning at 6:00 p.m. Representatives from SHA and FHWA will be available to answer questions related to this project. A formal presentation lasting approximately 30 minutes will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the public hearing, at the locations listed in this brochure.

HOW TO COMMENT ON THE STUDY

The public is encouraged to participate in the public hearing to ensure citizen input during the Project Planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the public hearing. Written comments for inclusion in the project record and the public hearing transcript may be submitted until June 30, 2008.

PROJECT MAILING LIST

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the public hearing. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already included on the project mailing list and do not need to resubmit.

PROGRAM STATUS

The US 50 Crossing Project Planning Study is included in the Development and Evaluation Program of the Fiscal Year 2008-2013 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 a former mayor of Ocean City. It has a four-lane, 46-foot-wide roadway with five-foot-wide sidewalks on each side. The existing bridge is approximately one-half-mile in length, with a 140-foot-long draw span. The drawbridge opens twice each hour during the peak summer season (May 25-September 15).

At all other times, it opens with three hours notice from boaters. 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 1980s and significant rehabilitation work was completed during Winter 2008. The operating life expectancy of the bridge is 15-20 years without any major repairs, or 30-40 years with major repairs. The US 50 Bridge has been placed on SHA's Historic Bridge Inventory and is eligible for inclusion on the National Register of Historic Places.

PROJECT NEED

The US 50 Bridge is 66 years old. It is considered functionally obsolete because of its limited life expectancy and its narrow curb-to-curb roadway width, substandard for the traffic volumes it carries, particularly the recreational traffic it carries during the summer months. Maintaining a safe and efficient crossing of US 50 is essential, not only because US 50 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.

This study will address the need to safely accommodate the navigational needs of boaters, the access needs of pedestrians and bicyclists, and the recreational needs of fishermen. Pedestrians, fishermen, and cyclists all currently share the same narrow five-foot sidewalks along the existing bridge, creating potential conflicts among users.

PROJECT HISTORY

The project was initiated in October 2004. The study team held two Open House Meetings (June and October 2005), an Alternates Public Workshop (June 2006), and an Informational Workshop (June 2007) at the Ocean City Convention Center to explain and provide feedback on the development of the proposed improvements. Public comments and suggestions have been evaluated and incorporated into the alternatives, as possible.

TRAFFIC OPERATIONS AND CONGESTION

The Average Daily Traffic (ADT) volumes in 2004 for US 50 between MD 611 and MD 378 averaged 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 assume 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 operate at LOS A at midday and evening peak hours. These intersections are expected to operate at LOS B or better under 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 peak hour occurs during the traditional evening time frame (See Table 1, Page 3.)

Summer Season Traffic

During the summer season, all intersections operate at LOS E or better. However, congestion and delays in this area are common, caused by the frequent openings of the bridge draw span. With traffic volumes expected to increase by the year 2030, the operational characteristics of the intersections are expected to

| Intersection LOS Analysis – Off-Season Traffic | | | | |
|--|---------------|--------------|---------------|--------------|
| Location | 2004 Existing | | 2030 No-Build | |
| | Midday Peak | Evening Peak | Midday Peak | Evening Peak |
| US 50 at MD 611 (Stephen Decatur Road) | A | A | B | B |
| US 50 at Golf Course Road | A | A | A | B |
| US 50 at MD 528 (Philadelphia Avenue) | A | A | A | A |
| US 50 at MD 378 (Baltimore Avenue) | A | A | A | A |

Table 1

| Intersection LOS Analysis – Summer Traffic | | | | |
|--|---------------|--------------|---------------|--------------|
| Location | 2004 Existing | | 2030 No-Build | |
| | Midday Peak | Evening Peak | Midday Peak | Evening Peak |
| US 50 at MD 611 (Stephen Decatur Road) | D | E | E | F |
| US 50 at Golf Course Road | D | D | E | E |
| US 50 at MD 528 (Philadelphia Avenue) | B | D | C | E |
| US 50 at MD 378 (Baltimore Avenue) | C | C | D | D |

Table 2

worsen, and the US 50/MD 611 intersection is expected to fail at LOS F during evening peak hours (See Table 2, above.)

CONTEXT SENSITIVE SOLUTIONS

The project team has incorporated in this project ideas from public comments provided at the workshops. Coordination will continue with Worcester County and the Town of Ocean City to develop alternatives that incorporate, as possible, Context Sensitive Solutions (CSS) concepts to preserve and enhance community character while improving study area transportation.

US 50 from MD 611 to MD 378 (Baltimore Avenue) is part of a designated state scenic byway. Coordination continues with the Maryland Scenic Byways Program to obtain guidance on the preservation, maintenance, or enhancement of character-defining features related to the byway travel experience.

CSS concepts address the following:

- Pedestrian and bicyclist circulation and safety
- Local traffic circulation in and out of 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
- Accommodations and safety of fishermen
- Accommodations and safety of boaters
- Effects on Skimmer Island
- Other specific community issues

Your comments will help ensure that the proposed alternatives developed to improve the study area reflect the local character and aesthetic desires of the community. We

encourage you to use the comment card in the back of this brochure to comment on CSS issues.

ALTERNATIVES CURRENTLY UNDER CONSIDERATION

Four Build alternatives and the No-Build Alternative were retained for detailed study. Preliminary Alternatives 3, 6, and 7 were not carried forward for detailed study.

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. This alternative does not address the purpose and need for the project. It serves as a baseline for judging the impacts and benefits associated with the other alternatives.

Build Alternatives – Assumptions

See page 11

Each Build alternative was developed with the assumption that the existing channel would remain in its current location to address environmental agencies' comments concerning the probable negative effects of moving and maintaining the channel. The new structures proposed as part of the alternatives are either a fixed span or a higher draw span. For the fixed span, a height of 45 feet, and for the higher draw spans, a height of 30 feet was used. These assumed heights were based on results of a mast-height survey conducted from December 2004 to December 2005. All proposed new bridges are assumed to consist of four 12-foot-wide lanes, a 6-foot-wide median, 7-foot-wide shoulders, and 5-foot-8-inch-wide sidewalks.

Under all new bridge alternatives, emergency response times in the study area are expected to improve when the proposed project is implemented. Coordination will continue throughout the remainder of the project planning process with Ocean City emergency services providers.

Alternative 2 – Rehabilitation

See pages 12-13

Alternative 2 involves the rehabilitation of the existing bridge, a separate fishing pier for fishermen, wider sidewalks for pedestrians and bicyclists on the existing bridge, and aesthetic improvements such as lighting and archways. 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 could include major repairs to the sub- and super-structure of the bridge. This alternative does not require the acquisition of any homes or businesses and has little direct environmental impact.

Alternative 4 Modified – Fixed-Span Bridge

See pages 14-15

Alternative 4 Modified includes a new parallel bridge that begins slightly west of the existing bridge, curves slightly to the north, and connects via a series of ramps directly to Philadelphia Avenue (MD 528) and Baltimore Avenue (MD 378) in Ocean City. The proposed bridge is a high-level fixed span with four lanes to carry inbound and outbound traffic. The existing bridge would be retained and possibly used for pedestrians, bicyclists, and fishermen. The inbound traffic would continue one-way northbound onto MD 378, and a new connection would be added to continue the inbound right-turn movement for individuals heading south on MD 528. This alternative has the greatest number of impacts to residential and commercial properties in Ocean City, potentially requiring the acquisition of 11 homes and 14 businesses.

Because a new ramp would cut off 1st Street and 2nd Street, local traffic patterns in the area would be altered, and some east-west traffic would be diverted to 3rd Street, 4th Street, and 5th Street. This change might necessitate signaling the intersections of these streets with MD 378 and MD 528, and would eliminate some on-street parking on 5th Street to provide room for an additional left-turn lane onto MD 528.

Alternative 5 – South Parallel Bridge

See pages 16-17

Alternative 5 consists of a new parallel bridge just south of US 50 that would tie back into Division Street. The bridge would have a higher draw span and carry inbound and outbound traffic on four lanes. The existing bridge would be retained and possibly used for pedestrians, bicyclists, and fishermen. The higher draw span would reduce the number of bridge openings. This alternative would displace six homes and four businesses in Ocean City.

Alternative 5 impacts boat clearance access to the Sinepuxent Bay at a development in West Ocean City, leaving only 17 feet of vertical clearance over the entrance to the lagoon. In addition, construction could temporarily impact the service road.

Alternative 5A – North Parallel Bridge

See pages 18-19

Alternative 5A includes a new parallel bridge just north of US 50 that would tie back into Division Street, a mirror concept of Alternative 5. The bridge would have a higher draw span, carry inbound and outbound traffic on four lanes, and reduce the number of bridge openings. The existing bridge would be retained and possibly used for pedestrians, bicyclists, and fishermen. This alternative would displace one home and seven businesses in Ocean City.

ENVIRONMENTAL RESOURCE SUMMARY

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify the potential for impacts to natural, cultural, and socioeconomic resources within the study area. A comparison and summary of potential impacts and the cost of each alternative is included in Table 3, Page 6.

Land Use

The proposed improvements are consistent with the Worcester County Comprehensive Development Plan (2006). Existing land use within the study area is predominantly commercial and

residential. Commercial areas comprise most of West Ocean City and surround US 50 on the mainland. This land-use classification includes scattered residential parcels and larger residential areas north and south of US 50. Institutional land is scattered throughout the Ocean City peninsula.

Future land use includes high-density residential development along the ocean side of the peninsula and medium- to low-density residential development along the bay side. Commercial areas would be retained at their current locations, and industrial uses would be limited. Conservation of beach dune systems and remaining wetlands is also encouraged.

Socioeconomic Resources

Depending upon the alternative chosen, up to 5.5 acres of right-of-way may be required. Up to 11 residential and 14 commercial property displacements may also be required. All displacements would be accomplished in accordance with the Uniform Relocation Assistance and Land Acquisition Policies Act, as amended.

In addition to the US 50 Bridge, which provides fishing opportunities from the pedestrian walkways along each side, several public parks and recreational facilities are also located within the study area. Other recreational facilities include Homer Gudelsky Park, Entry Park, Ocean City Downtown Recreation Complex, Dorchester Beach Volleyball Park, Inlet Park, and Herring Creek Nature Park. No direct or temporary impacts on any of these facilities are anticipated under any of the Alternatives Retained for Detailed Study. Indirect impacts on visibility and access to Entry Park may result from Alternative 4 Modified, since US 50 would tie into Philadelphia Avenue and Baltimore Avenue slightly above 1st Street, thereby altering the access route from the US 50 Bridge to the park.

Emergency response time in the study area is expected to improve as a result of improved accessibility under the new bridge alternatives. The Ocean City Police Department (OCPD) has expressed concern about the proposed temporary construction closures and restricted traffic flow on

| SUMMARY OF IMPACTS | | | | | |
|--|--------------------|----------------------|----------------------|----------------------|----------------------|
| CATEGORY | Alt. 1(No-Build) | Alt. 2 | Alt. 4 Mod | Alt. 5 | Alt. 5A |
| Displacements / Area of Impact | | | | | |
| Number of Potential Displacements | | | | | |
| Residential | 0 | 0 | 11 | 6 | 1 |
| Commercial | 0 | 0 | 14 | 4 | 7 |
| Total | 0 | 0 | 25 | 10 | 8 |
| Right-of-Way Required (acres) | | | | | |
| Residential | 0 | 0 | 2 | 1 | 1 |
| Commercial | 0 | 0 | 5 | 1 | 2 |
| Total | 0 | 0 | 7 | 2 | 3 |
| Number of Properties Impacted | | | | | |
| Residential | 0 | 0 | 19 | 9 | 3 |
| Commercial | 0 | 0 | 26 | 8 | 10 |
| Total | 0 | 0 | 45 | 17 | 13 |
| Environmental Impacts (Acres) | | | | | |
| Wetlands | 0 | 0 | 0.4 | 0.2 | 0.2 |
| Wetlands (Incl. Bridge Shadow) | 0 | 0 | 0.7 | 0.2 | 0.2 |
| Historic Properties | 0 | 0 | 0.0 | 0.0 | 0.0 |
| Parks | 0 | 0 | 0.0 | 0.0 | 0.0 |
| Woodlands | 0 | 0 | 0.0 | 0.0 | 0.0 |
| Length of Bridge (feet) | N/A | N/A | 3056.0 | 2639.0 | 2741.0 |
| Cost | | | | | |
| Total Cost (millions) | \$20 - \$30 | \$130 - \$140 | \$390 - \$400 | \$325 - \$335 | \$330 - \$340 |

Table 3

the US 50 Bridge, a primary hurricane evacuation route. OCPD has requested that SHA develop a traffic management plan that addresses the US 50 Bridge as a critical evacuation route, and that SHA coordinate with OCPD before the project goes to construction. As the project moves forward, SHA will continue to coordinate with OCPD and all other emergency services providers within and adjacent to the study area.

The intent of the Smart Growth Priority Funding Areas Act of 1997 is to limit sprawl and direct state funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). The project is located entirely within the Ocean City PFA and is in compliance with Smart Growth legislation.

In compliance with Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,” SHA will avoid disproportionately high or adverse effects on minority and low-income communities throughout the project area. Information gathered from the U.S. Census, Ocean City Department of Planning and Community Development, Worcester County Department of Social Services, Worcester County Board of Education, Ocean City Elementary School, public outreach efforts, and field reviews conducted by SHA indicate that there are low-income and minority populations present in the study area. However, no specific populations were identified within the area of impact or displaced properties. SHA will continue to actively involve the communities in the project area through mailing list notifications, public meetings, and presentations to interested parties.

Cultural Resources

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified eight standing historic properties in the study area that are listed on, or eligible for, the National Register of Historic Places. These resources include St. Paul’s by the Sea Episcopal Church, Taylor House, Edwin L. Purnell Store, Town Market, City Hall, US 50 Bridge over Sinepuxent Bay, Emery-Hartman House, and the Francis Scott Key Motel. There are no recorded archeological sites in the study area and due to prior disturbance, no further archeological work is recommended for the project. In accordance with the Section 106 procedures of the National Historic Preservation Act, this public hearing provides the opportunity for public input regarding historic properties and resolution of adverse effects. MHT has concurred with SHA’s determination that Alternative 4 Modified would have an adverse effect on the US 50 Bridge and the Emery-Hartman House.

Natural Environmental Resources

SHA, through consultation with the US Army Corps of Engineers (COE), has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act, and navigable waterways that are regulated pursuant to Section 10 of the Rivers and Harbors Act of 1899. Impacts to open waters/wetlands would range from 0.72 – 0.75 acre if a new bridge alternative is selected. This public hearing provides the opportunity to present views, opinions, and information which will be considered by the COE in evaluating a Department of the Army permit. The COE regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. A permit, or Tidal Wetland License, will be required by the COE and the Maryland Department of the Environment (MDE) for impacts to wetlands and tidal Waters of the United States. Copies of written statements expressing concern for aquatic resources may be submitted to Mr. Steve Elinsky, US Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203-1715, until June 30, 2008.

The study area falls within two watersheds, the Isle of Wight Bay sub-watershed and the Sinepuxent Bay sub-watershed. According to Federal Emergency Management Agency Flood Insurance Rate Maps, the majority of the study area is within the 100-year floodplain of the Sinepuxent Bay. Potential impacts to floodplains within the project area would range from 1.1 to 4.3 acres if a Build alternative is selected. To minimize impacts to water quality, plans for stormwater management and sediment and erosion control will be developed in accordance with MDE criteria to minimize adverse effects to water resources. The plans will include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

In addition to the permits required from the COE and MDE, a Bridge Permit will also be required from the US Coast Guard because the US 50 Bridge crosses navigable waters.

The National Marine Fisheries Service (NMFS) has indicated that the study area contains Essential Fish Habitat (waters and substrate necessary to federally managed fish for spawning, breeding, feeding or growth to maturity) for more than a dozen species of finfish managed under the Magnuson-Stevens Fishery Conservation and Management Act. Short-term and/or long-term impacts to aquatic species are anticipated in the immediate project area if a new bridge alternative is selected. However, habitat impacts caused by the proposed project would not reduce the carrying capacity of the coastal bays for finfish. Consequently, the proposed project complies with the provisions of the Magnuson-Stevens Fishery Conservation and Management Act. A time-of-year restriction on construction activities (April 1 - June 30) and the use of turbidity curtains and/or bubble curtains will be required for the protection of fish during construction.

There is the potential for federally threatened and endangered marine turtles to be present within the study area and vicinity. These include the green (*Chelonia mydas*), hawksbill (*Eretmochelys imbricata*), Kemp’s ridley (*Lepidochelys kempi*), leatherback (*Dermochelys coriacea*), and loggerhead (*Caretta caretta*) sea turtles. A Section 7 Endangered Species Act Biological

Assessment was completed, in consultation with the NMFS and US Fish and Wildlife Service (FWS), which determined that the proposed project is unlikely to impact turtle populations or critical habitats. Impacts to sea turtles would be minimized by conducting in-water construction activities outside the known window of sea turtle occurrences in Maryland (April 1- November 30), in addition to the use of a clamshell dredge. Consultation with NMFS and FWS is ongoing and will continue throughout the planning, design, and construction phases of the project in an effort to avoid or minimize impacts to fish and other important aquatic wildlife.

The study area is located within an Intensely Developed Area (IDA) as classified by the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays. Impacts to the IDA would range from 2.2 to 5.8 acres, and impacts to the Critical Area's 100-foot buffer would range from 1.0 to 1.2 acres. The anticipated impacts from disturbance include removal of vegetation, placement of fill, and increased impervious area. Mitigation in the form of reforestation will be required for disturbance within the Critical Area and its 100-foot buffer.

There are no forests, large or significant trees, or Forest Interior Dwelling Species habitat located within the study area. Therefore, there will be no impacts to these resources by any of the alternatives. Minimal to no impact on wildlife communities and habitat is anticipated. None of the alternatives would affect the passage of wildlife into or out of any habitat areas.

Skimmer Island, located north of the existing US 50 Bridge, provides nesting habitat for the state-listed endangered royal tern (*Sterna maxima*) and black skimmer (*Rhynchops niger*) and several other colonial nesting waterbird species. There are no anticipated direct impacts to Skimmer Island, the endangered species, or their nesting habitat from any of the alternatives. However, potential indirect impacts may include increased potential for conflicts between traffic and birds in flight; the potential migration of Skimmer Island to the south, which would place Skimmer Island closer to the existing and/or new bridges; the potential erosion of Skimmer Island due to changes in the Bay's

hydraulics, and disturbance to the colonial nesting waterbirds during construction.

A sand migration study carried out by SHA indicated that the existing rock scour protection on the US 50 Bridge provides a primary control over the hydraulics and sedimentation processes in the area. The existing bridge pilings also play a significant role in controlling hydraulics and sedimentation. These processes would change if the scour protection or the existing bridge were removed. The new bridge alternatives would affect the hydraulics and sedimentation in the very local vicinity of those structures, but the far-field conditions would continue and evolve in a manner similar to the No-Build Alternative. Coordination with the Maryland Department of Natural Resources will continue to ensure that the alternatives' design and ultimate construction will not adversely affect the state-listed endangered species or their habitat.

Air and Noise Impacts

Detailed air quality and noise analyses have been conducted for this project. The air quality analysis indicated that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQs) for carbon monoxide (CO) are expected, and the project meets the transportation conformity requirements of the Federal Clean Air Act. The US 50 Crossing Study would not result in any meaningful changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in emissions impacts from Mobile Source Air Toxics (MSATs). Worcester County has been designated as not in "non-attainment" of the National Ambient Air Quality Standards for PM2.5 (particulate matter 2.5 microns or smaller in size). Therefore, this project is exempt from regional or micro-scale PM2.5 analysis.

A noise impact analysis was performed in compliance with FHWA and SHA methodologies. Four noise-sensitive areas (NSAs) were identified in the project area. Two of the NSAs approached or exceeded the FHWA noise abatement criteria and were considered for noise abatement. A final determination on the feasibility and reasonableness of noise barriers will be made

after SHA has identified the Preferred Alternative and additional design information is available.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

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

- Evaluate and address public hearing comments and coordinate with state and federal environmental review and regulatory agencies (Summer 2008)
- Receive State Highway Administrator's concurrence on the Preferred Alternative (Fall 2008)
- Prepare final environmental document (Spring 2009)
- Obtain location and design approvals (Summer 2009)

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

For information concerning non-discrimination in federally assisted and State-Aid programs, please contact:

- Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland 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

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

The proposed project will require additional right-of-way. Residential and commercial displacements may also 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

MEDIA USED FOR MEETING NOTIFICATION

Advertisements appeared in the following newspapers to announce the Location/Design Public Hearing:

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

PROJECT PLANNING TEAM

Please direct your questions or comments to any of the following team members:

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
- Ms. Jamaica Kennon, Assistant Project Manager
Project Planning Division
Maryland State Highway Administration
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
(410) 545-8512
Toll-free within Maryland: 1-800-548-5026
e-mail: jkennon@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
(410) 677-4006
Toll-free within Maryland: 1-800-825-4742
e-mail: ddrewer@sha.state.md.us

FEDERAL HIGHWAY ADMINISTRATION

- Mr. Keith Gray, Bridge Engineer
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore, MD 21201-2819

DOCUMENTS AVAILABLE FOR REVIEW

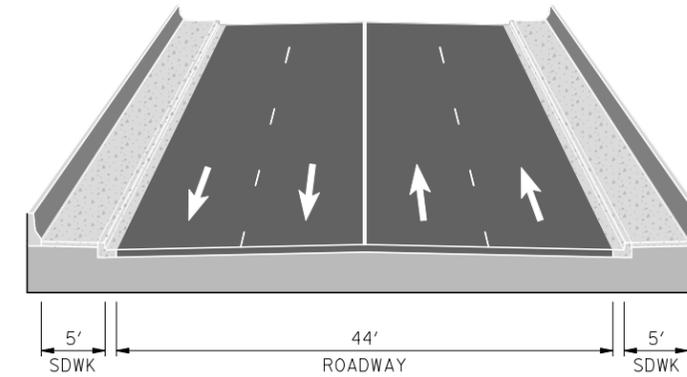
The Location/Design Public Hearing Transcript will be available for review within approximately eight weeks of the hearing. To confirm availability, please call ahead, Monday through Friday, at:

- Maryland State Highway Administration
District 1 Office
660 West Road
Salisbury, MD 21802
(410) 677-4000
Toll-free within Maryland: 1-800-825-4742
- Maryland State Highway Administration
Public Involvement Section
Mail Stop C-301
707 North Calvert Street
Baltimore, Maryland 21202
(410) 545-8522
Toll-free within Maryland: 1-800-548-5026
- Worcester County Public Library
Ocean City Branch
1003 Coastal Highway
Ocean City, MD 21842
(410) 524-1818

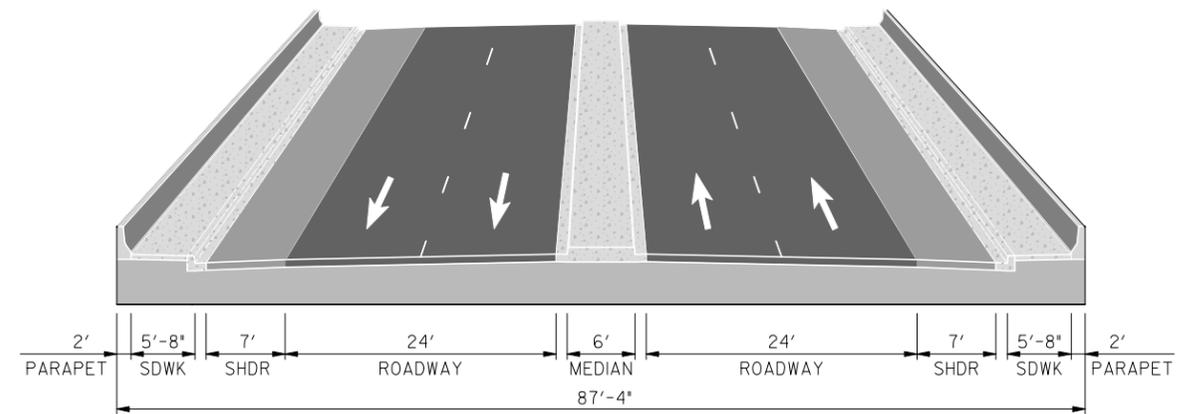
- Worcester County Public Library
Ocean Pines Branch
11107 Cathell Road
Ocean City, MD 21811
(410) 208-4014
- Worcester County Public Library
Snow Hill Branch
307 North Washington Street
Snow Hill, MD 21863
(410) 632-3495
- Worcester County Public Library
Berlin Branch Library
220 North Main Street
Berlin, MD 21811
(410) 641-0650
- Town Of Ocean City
Department of Public Works
208 65th Street
Ocean City, MD 21842
(410) 524-7716

THANK YOU

Thank you for taking the time to review these project materials and participate in the US 50 Project Planning Study Public Hearing. Your comments are greatly appreciated. Should you have questions, please contact any of the project team members listed in this brochure. Information about other SHA projects and services can be accessed at www.marylandroads.com.

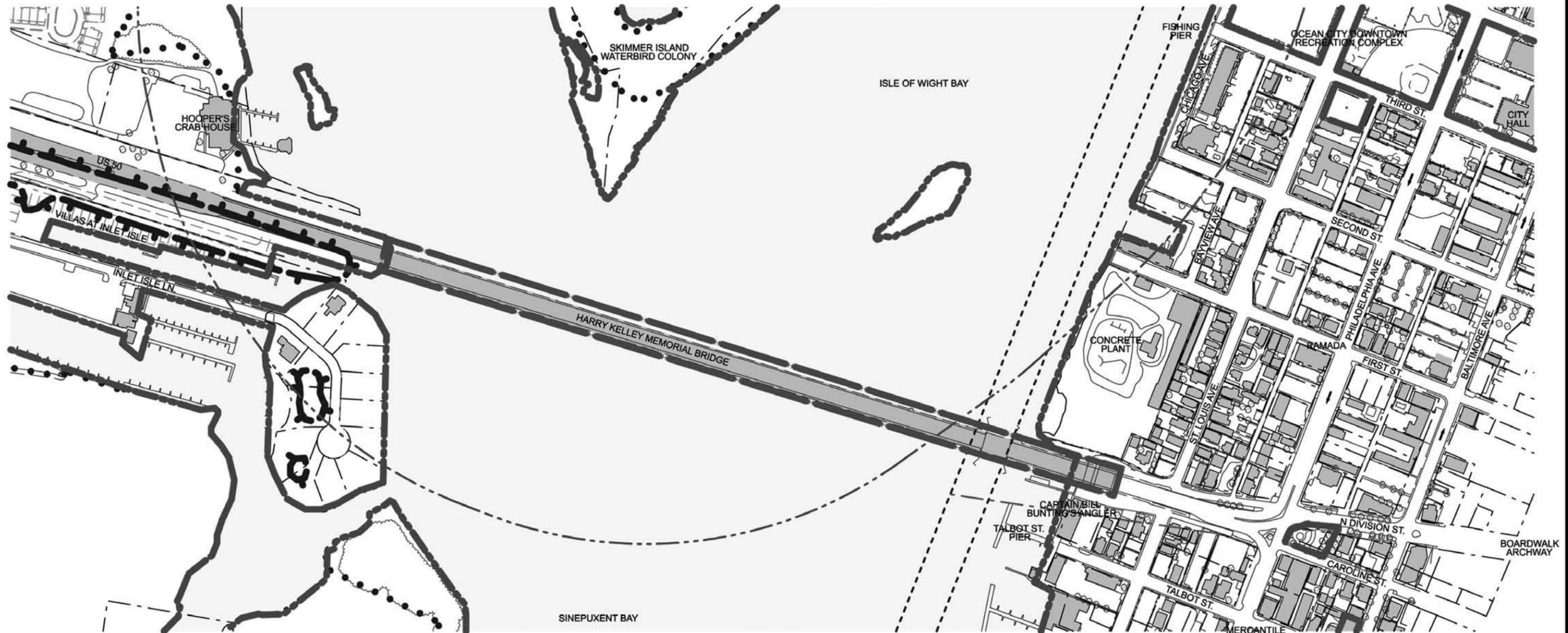


Existing Typical Section



New Typical Section (Alternatives 4, 5, and 5A)

ALTERNATIVE 2: REHABILITATION



LEGEND

| | | | | | |
|--|-----------------------|--|------------------------------------|--|-------------------------------------|
| | Proposed Roadway | | Potential Residential Displacement | | Park Boundary |
| | Proposed Bridge | | Potential Commercial Displacement | | National Historic Register Eligible |
| | Proposed Drawbridge | | Property Line | | Waterbird Colony Protection Zone |
| | Proposed Right of Way | | FEMA 100 Year Floodplain | | Navigational Channel |
| | Existing Right of Way | | Wetland | | |
| | Retaining Wall | | Waters of the U.S. | | |

**US 50 CROSSING STUDY
ALTERNATIVE 2**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE: 1"=100'

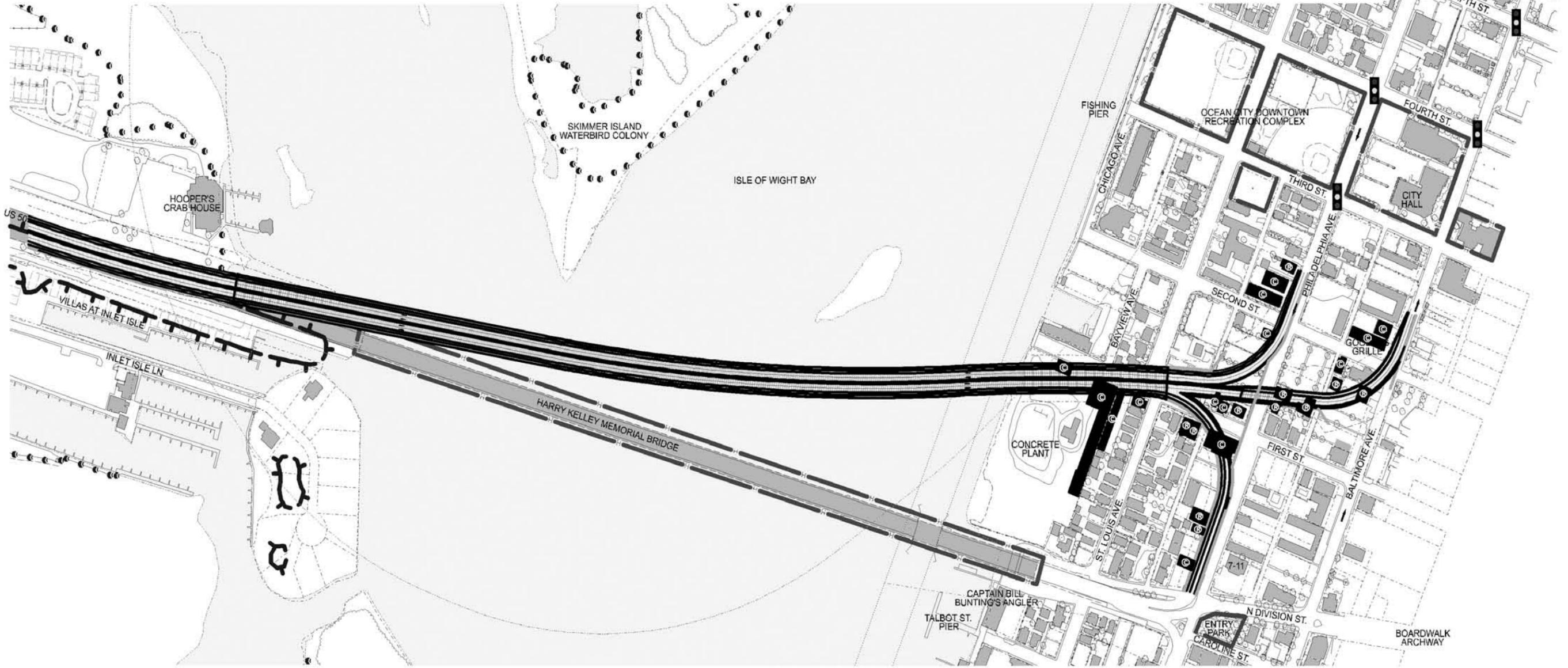
BACKGROUND MAPPING SOURCE
MD SHA
DECEMBER 2005

MAY 2008

ALTERNATIVE 4 MODIFIED: FIXED SPAN BRIDGE 45' HIGH FIXED SPAN



5TH STREET PARKING REMOVED AT PHILADELPHIA AVE AND LEFT TURN ADDED.

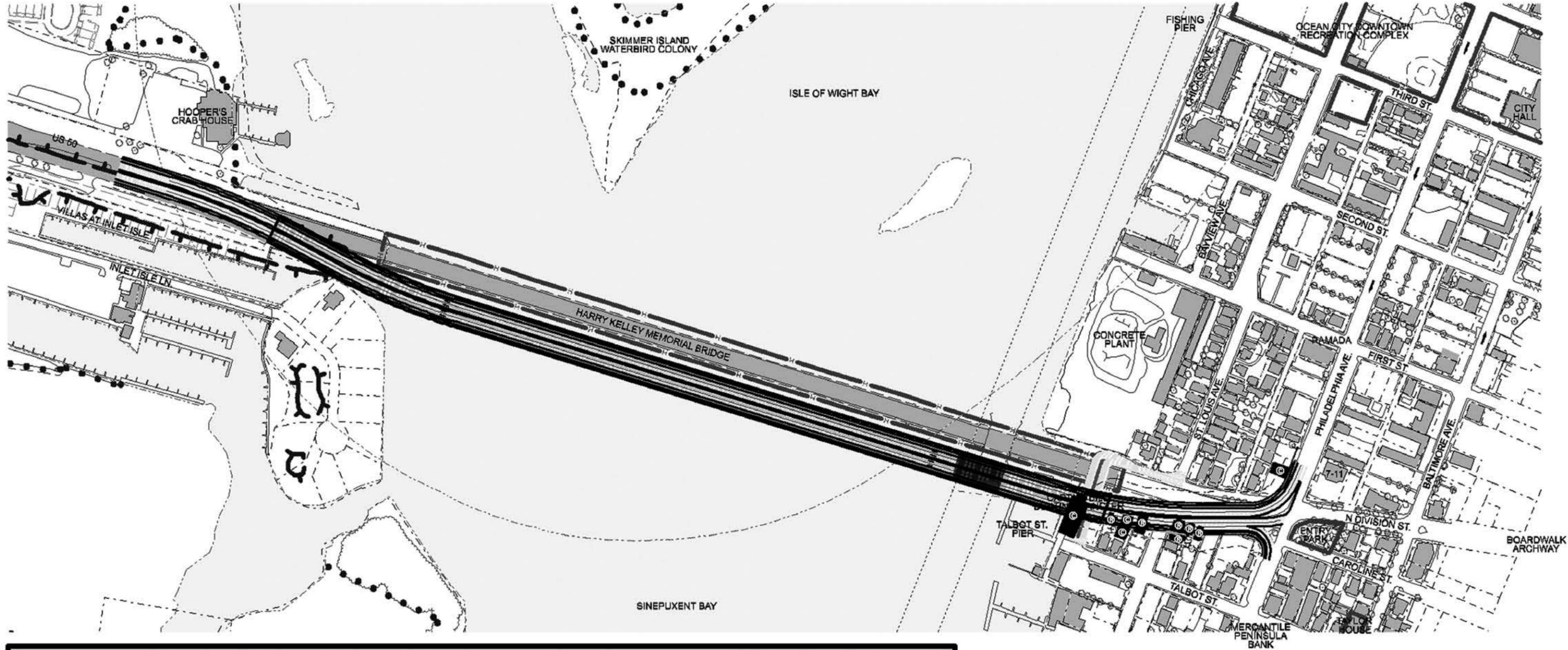


| LEGEND | | SINEPUXENT BAY | |
|--------|------------------------------------|----------------|-------------------------------------|
| | Proposed Roadway | | Park Boundary |
| | Proposed Bridge | | National Historic Register Eligible |
| | Proposed Right of Way | | Waterbird Colony Protection Zone |
| | Existing Right of Way | | Navigational Channel |
| | Retaining Wall | | Proposed Signal |
| | Potential Residential Displacement | | FEMA 100 Year Floodplain |
| | Potential Commercial Displacement | | Wetland |
| | Property Line | | Waters of the U.S. |

**US 50 CROSSING STUDY
ALTERNATIVE 4 MODIFIED**

| | |
|--|---|
| <p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE: 1"=100'</p> | <p>BACKGROUND MAPPING SOURCE MD SHA DECEMBER 2005</p> <hr/> <p>MAY 2008</p> |
|--|---|

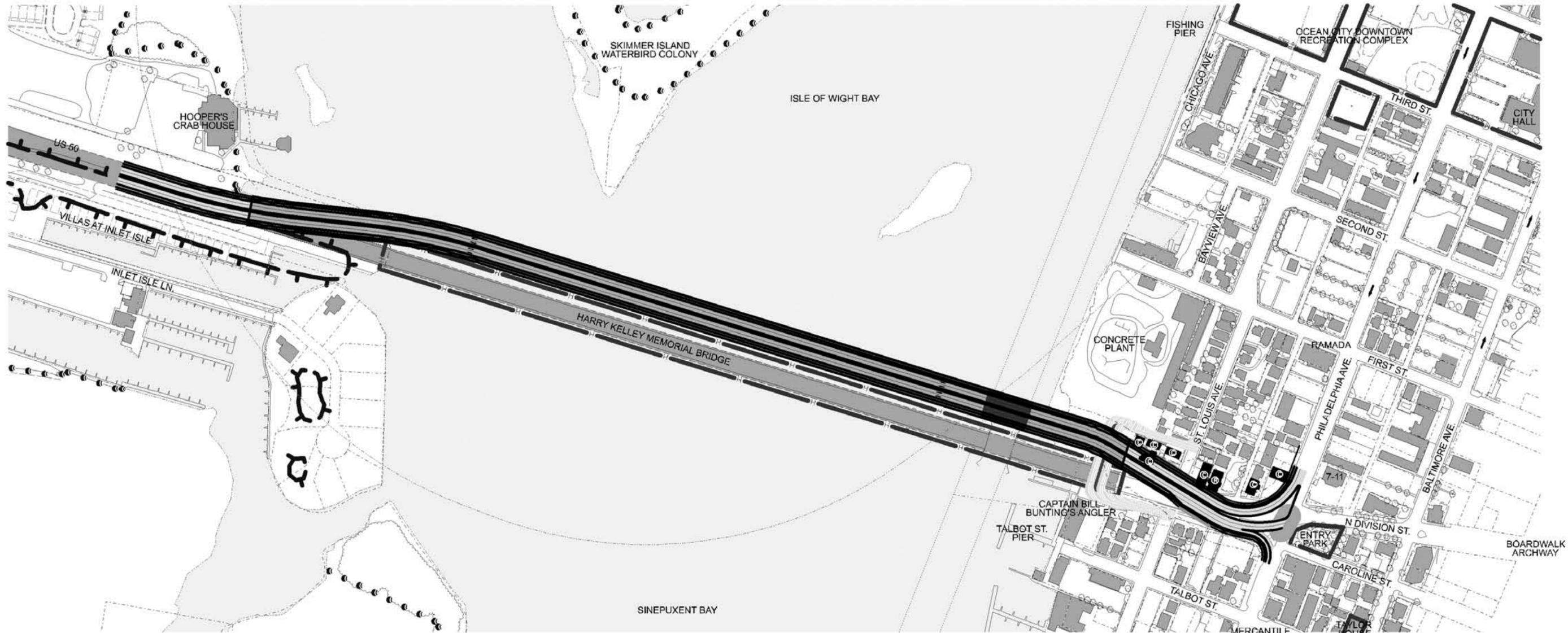
ALTERNATIVE 5: SOUTH PARALLEL BRIDGE 30' HIGH DRAW SPAN



| LEGEND | | |
|--------|------------------------------------|-------------------------------------|
| | Potential Residential Displacement | Park Boundary |
| | Potential Commercial Displacement | National Historic Register Eligible |
| | Property Line | Waterbird Colony Protection Zone |
| | FEMA 100 Year Floodplain | Navigational Channel |
| | Wetland | |
| | Waters of the U.S. | |

| | |
|---|--|
| US 50 CROSSING STUDY ALTERNATIVE 5 | |
| MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION | BACKGROUND MAPPING SOURCE MD SHA DECEMBER 2005 SCALE: 1"=100' MAY 2008 |

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



LEGEND

| | | | | | |
|--|-----------------------|--|------------------------------------|--|-------------------------------------|
| | Proposed Roadway | | Potential Residential Displacement | | Park Boundary |
| | Proposed Bridge | | Potential Commercial Displacement | | National Historic Register Eligible |
| | Proposed Drawbridge | | Property Line | | Waterbird Colony Protection Zone |
| | Proposed Right of Way | | FEMA 100 Year Floodplain | | Navigational Channel |
| | Existing Right of Way | | Wetland | | |
| | Retaining Wall | | Waters of the U.S. | | |

**US 50 CROSSING STUDY
ALTERNATIVE 5A**

| | |
|---|--|
| <p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION</p> | BACKGROUND MAPPING SOURCE MD SHA DECEMBER 2005 |
| | SCALE: 1"=100' MAY 2008 |

