



## Project Planning Team

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Questions or comments following the hearing may be directed to any of the team members listed below:

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## **Introduction**

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The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), is conducting a Project Planning Study along the MD 5 (Branch Avenue) corridor. The study limits extend from south of the US 301/MD 5 Interchange to just north of the I-95/I-495 (Capital Beltway) Interchange, a distance of approximately 10 miles. The project area is located in Prince George's County.

## **Purpose of the Study**

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The purpose of the MD 5 Corridor Transportation Study is to facilitate safe and efficient traffic flow while providing a cost-effective transportation infrastructure to serve and support existing and future traffic demand, land-use planning, and development efforts, while enhancing and facilitating transit services. In order to maintain the integrity of the interstate system, the study team must also consider the potential impacts on I-95/I-495 when improvements are made to traffic operations along northbound MD 5.

## **Purpose of the Hearing**

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The purpose of the Location/Design Public Hearing 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 spoken or written comments for the project record before an alternative is selected.

## **Hearing Format**

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Maps and other exhibits depicting the study's alternatives and other information will be on display for public viewing, beginning at 6:00 p.m. Representatives from SHA, USACE, and FHWA will be available to answer project-related questions and receive comments. A formal presentation lasting approximately 20 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 approximately eight weeks after the hearing, at the project-area libraries and government offices listed at the back of this brochure.

## **How To Comment On The Study**

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SHA encourages your participation in the public hearing and during the Project Planning process. The postage-paid return mailer included in this brochure will enable you to submit your comments. Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the hearing transcript may be submitted until July 9, 2012.

## **Project Mailing List**

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You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address, or if you have received this brochure in the mail, you are already on the project mailing list.

## **Project Status**

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The MD 5 Corridor Transportation Study is included in the Maryland Department of Transportation (MDOT) Development and Evaluation Program of the Fiscal Year 2012-2017 Consolidated Transportation Program (CTP) for Project Planning only. This study is also included in the SHA Long-Range Plan (called the 2010 Highway Needs Inventory). If a build alternative is selected and receives Location/Design approval from FHWA, the project may become eligible for funding for Final Design, Right-of-Way Acquisition, and Construction.

## **Project History**

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MD 5 has been the focus of several transportation studies over the past 25 years. A Final Environmental Impact Statement for MD 5 from US 301 at T.B. to north of I-95/I-495, completed in 1988, identified several transportation solutions, including widening three lanes in each direction and upgrading that section of MD 5 to a fully access-controlled roadway. Those improvements were implemented north of Surratts Road in the 1990s. That project also identified the need for the construction of interchanges at the Surratts Road, Earnshaw Drive, and MD 373/MD 381 intersections.

The MD 5 corridor was also included in the US 301 Southern Corridor Transportation Studies. In 1993, then-Governor William Donald Schaefer and then-Transportation Secretary O. James Lighthizer appointed a diverse 75-member task force to study the US 301 corridor from the Governor Nice Bridge over the Potomac River to US 50 near Bowie. The Task Force developed a comprehensive package of recommendations to address transportation problems related to land use, growth, economic development, and environmental issues. In 1996, the Task Force recommended further detailed study to address those same issues along US 301 and MD 5. In 1997, SHA developed a planning strategy for the analysis of the Task Force recommendations. MD 5 was included as a sub-corridor as part of the US 301 Southern Corridor portion of the project; however, SHA identified no preferred transportation alternatives and made no formal recommendations for the US 301 Southern Corridor before those studies ended.

SHA's MD 5 Corridor Transportation Study Project Planning activities began in February 2005. An Alternates Public Workshop was held on June 15, 2006, at Surrattsville High School. The purpose of the workshop was to familiarize the public with SHA's Project Planning Process and the project's purpose and need, present the current findings of the environmental studies, and receive

comments on the preliminary alternatives. Following the workshop, SHA selected the alternatives to retain for detailed study and temporarily placed the project on hold. While the project was on hold, SHA and the Maryland Transit Administration (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. When MTA decided to drop those options from further evaluation, SHA reinitiated the project in the fall of 2008. On February 24, 2009, SHA held an Informational Workshop at Surrattsville High School to acquaint the public with the MD 5 Corridor Transportation Study.

Recent changes in regulations for stormwater management and noise analyses made it necessary for SHA to re-do the technical analyses for the alternatives retained for detailed study and led to delays in scheduling the Location/Design Public Hearing.

## **Existing Conditions**

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MD 5 is a six-lane divided highway with full access control in the northern half of the project corridor, from the MD 223 (Woodyard Road) Interchange to the I-95/I-495 Interchange. Access is provided at six grade-separated interchanges or ramp connections (MD 223, Malcolm and Schultz Roads, Coventry Way, Old Alexandria Ferry Road, MD 337/Allentown Road, and Linda and Deer Pond Lanes). MD 5 is a four-lane divided highway with limited access control in the southern half of the project corridor from the US 301/MD 5 Interchange to the MD 223 Interchange. Access points are provided at three at-grade signalized intersections (MD 373, Brandywine Road, and Surratts Road) and two unsignalized intersections (Burch Hill Road/Earnshaw Drive and Moores Road).

## **Project Need**

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### **Background**

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

Traffic congestion along the MD 5 corridor is heavy during peak commute times, especially in the southern portion of the corridor with its signal-controlled intersections and four through travel lanes (two lanes in each direction). Over the past 25 years, the following areas have experienced some of the highest population growth in all of Maryland: areas adjacent to the southern portion of the corridor and points south in Prince George's County, and areas in the Southern Maryland region, including Charles, Calvert, and St. Mary's counties. Forecasts indicate that these areas will continue to grow at rates exceeding the growth rate of the State of Maryland as a whole. The planned and expected growth and development adjacent to the southern portion of the MD 5 corridor and points south are expected to contribute to increasing traffic volumes through the year 2030.

## Traffic Operations

As drivers move from south to north, traffic volumes generally increase as drivers access MD 5 to get to I-95/I-495 and Washington, D.C., as shown in **Table 1**. Traffic volumes are forecasted to grow between 15 and 30 percent from 2008 to 2030 as residential, employment, and commercial growth in the corridor and Southern Maryland continues.

SHA performed Level of Service (LOS) analyses for 2008 and 2030. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near the capacity of the highway, while at LOS F, drivers experience operational breakdowns, with stop-and-go traffic and extremely long delays at signalized intersections.

As shown on **Table 2**, in 2008, all five at-grade intersections analyzed along MD 5 operated at LOS F for one peak period of the day. This condition matches observations in the field: queues along MD 5 at these signals are common during rush hours, particularly northbound in the morning and southbound in the evening. By 2030, six freeway sections are expected to operate at failing conditions for at least one peak period during the day, and all three of the remaining intersections are expected to fail during both the morning and evening peaks.

## Safety

SHA completed a crash analysis for the three-year period from January 1, 2008, to December 31, 2010. A total of 638 crashes, resulting in 8 fatalities and 245 injuries, were reported within the limits of the crash analysis. These numbers are generally less than, but consistent with, the statewide average crash and fatality rates for similar types of roadways. Two roadway sections of MD 5—from US 301 to Brandywine Road and from MD 223 to Old Alexandria Ferry Road—had crash rates significantly higher than the statewide average crash rate. No crashes resulting in pedestrian injury were reported.

## Land Use

Heavily developed areas are present in the northern portion of the MD 5 corridor approaching I-95/I-495. Joint Base Andrews is the largest single land use along the corridor. Commercial land uses and moderately dense residential development exist within this portion of the corridor. The southern portion and points south are currently less developed than the northern portion and include undeveloped lands and more scattered lower-density residential and commercial development. Areas to the south of the corridor in Southern Maryland are rapidly developing and serve primarily as bedroom communities to Washington, D.C.

<b>MD 5 Existing and Forecasted Average Daily Traffic Data</b>		
<b>MD 5 Sections</b>	<b>2008 Daily Volume Range</b>	<b>2030 No-Build Daily Volume Range</b>
US 301/MD 5 Interchange at T.B. to MD 223	63,200 – 79,900	84,800 – 108,900
MD 223 to MD 337	106,500 – 124,200	135,300 – 157,600
MD 337 to I-95/I-495 (Capital Beltway)	120,000 – 126,300	152,700 – 159,600

**Table 1**

<b>2008 (Existing) and 2030 (No-Build) MD 5 Freeway/Weave Segment and At-Grade Intersection LOS Analyses Results</b>		
<b>MD 5 Freeway/Weave Segments and At-Grade Intersections (South to North)</b>	<b>2008 AM/PM LOS</b>	<b>No-Build 2030 AM/PM LOS</b>
US 301 at T.B. to MD 381	NA	C/D (SB) D/C (NB)
MD 373 (at-grade intersection)	F/F	NA
MD 381 (at-grade intersection)	F/E	NA
MD 381 to Surratts Road	B/E (SB) F/C (NB)	B/D (SB) E/D (NB)
Moores Road (at-grade intersection)	F/D	F/F
Burch Hill Road (at-grade intersection)	F/E	F/F
Surratts Road (at-grade intersection)	F/D	F/F
Surratts Road to MD 223	B/D (SB) D/B (NB)	D/F (SB) D/C (NB)
MD 223 to Schultz Road	B/D (SB) D/C (NB)	C/F (SB) E/C (NB)
Schultz Road to Coventry Way	B/D (SB) C/B (NB)	C/E (SB) E/C (NB)
Coventry Way to Old Alexandria Ferry and Kirby Roads	B/D (SB) D/B (NB)	C/E (SB) E/C (NB)
Old Alexandria Ferry and Kirby Roads to MD 337	C/E (SB) E/C (NB)	D/F (SB) F/D (NB)
MD 337 to Linda Lane	C/D (SB) D/B (NB)	C/F (SB) D/C (NB)
MD 337 (at-grade intersection)	B/C	D/F

**Table 2**

## **Intermodal Connectivity**

Transit services operating along this corridor include bus service (Metrobus and The Bus), a park-and-ride lot, and Metrorail service. MTA has commuter bus routes along MD 5, but they do not serve Prince George's County. Bus riders and personal-vehicle drivers experience the same congestion and safety issues because both use the same roadway. The Southern Maryland region is MTA's largest and fastest-growing region for ridership in the state. SHA is committed to working with area transportation agencies to develop alternatives that take advantage of current intermodal resources and enhance their capabilities. Such alternatives could include transit improvements as part of larger transportation improvement packages. All MD 5 build alternatives are designed to allow Bus Rapid Transit (BRT) along the median shoulder (Alternatives 3 and 4) or within the managed lanes (Alternatives 5, 6, and 8).

## **Context Sensitive Solutions**

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As part of this project, the project team will consider suggestions received from the public at the Location/Design Public Hearing and from comment cards, letters, and e-mails. SHA will continue to coordinate with representatives from Prince George's County, FHWA, and other environmental resource agencies to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Safety
- Pedestrian and bicycle circulation
- Local residential and business traffic circulation
- Access to transit
- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community's local character and aesthetic preferences. We encourage you to comment on CSS issues using the comment card in this brochure.

## **Alternatives Retained for Detailed Study**

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### **Alternative 1 – No-Build**

The No-Build Alternative includes no major capital improvements. 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 comparing the impacts and benefits of the build alternatives.

### **Alternative 3 – Expressway Upgrade South of MD 223** *(See page 17)*

Alternative 3 would convert the at-grade intersections in the southern section into grade-separated interchanges and widen MD 5 to the inside in each direction, with one additional 12-foot-wide through lane and a 12-foot-wide shoulder. The wider shoulder south of MD 223 will be able to accommodate buses and BRT operations. The mainline MD 5 widening would occur south of MD 223 only.

### **Alternative 4 – Expressway Upgrade Entire Corridor** *(See page 18)*

Alternative 4 would incorporate all of the improvements from Alternative 3 and add a fourth 12-foot-wide through lane and a 12-foot-wide shoulder in each direction, from north of MD 223 to I-95/I-495. The shoulder will be able to accommodate buses and BRT operations.

## **Managed Lanes Alternatives**

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In addition to evaluating traditional widening alternatives, the MD 5 Corridor Transportation Study team is also investigating Express Toll Lanes (ETL) and High Occupancy Vehicle (HOV) alternatives. The addition of Express Toll Lanes to MD 5 would give motorists the option of paying an electronic toll (without stopping at a tollbooth) to drive in separate, relatively free-flowing highway lanes. Toll rates would vary based on demand – either by time of day or by actual traffic conditions. Tolls would increase when the lanes are relatively full and decrease when the lanes have extra capacity.

### **Alternative 5 – Two Reversible Priced Managed Lanes** *(See page 19)*

Alternative 5 would provide two new reversible priced managed lanes (lanes in which drivers would pay electronic tolls without stopping) in the MD 5 median, with access allowed only at select locations. Buses would be allowed to travel in the priced managed lanes at no cost. This alternative would also convert the remaining at-grade intersections into grade-separated interchanges and provide direct-access ramps to and from the priced managed lanes at MD 223 and I-95/I-495. At MD 223, ramps would be provided to and from the north, with access to the commuter parking lot.

### **Alternative 6 – One to Two Priced Managed Lanes** *(See page 20)*

Alternative 6, north of MD 223, would provide one new priced managed lane in each direction and convert one existing general-purpose lane in each direction to a priced managed lane, resulting in two general-purpose and two priced managed lanes in each direction. South of MD 223, this alternative would provide one new priced managed lane in each direction and keep the two existing lanes in each direction as general-purpose lanes. Buses would be allowed to travel in the priced managed lanes at no cost. This alternative would also convert remaining at-grade intersections into grade-separated interchanges and provide direct-access ramps to and from the priced managed lanes at MD 223 and I-95/I-495. At MD 223, ramps would be provided to and from the north, with access to the commuter parking lot.

## **Alternative 8 – Non-Priced Managed Lanes** *(See page 21)*

Alternative 8 would widen MD 5 by adding a lane to the inside in each direction along the whole corridor, with the additional lane designated a Non-Priced Managed Lane that could accommodate buses and BRT operations. This alternative would also provide direct-access ramps to and from the non-priced managed lanes at MD 223, where ramps would be provided to and from the north, with access to the commuter parking lot.

## **Interchange Options**

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### **I-95/I-495 Direct Access Ramps**

This interchange would provide direct access ramps to MD 5 and I-95/I-495 for the ETL/ HOV/General Purpose lanes. The design of these ramps takes into consideration the future plans of I-95/I-495 and the interchange modifications currently under design for the MD 5/I-95/I-495 Interchange.

### **MD 223 Direct Access Ramps**

This interchange would provide direct access ramps between the MD 5 lanes and MD 223. One ramp would be provided for southbound MD 5 traffic to access MD 223. A second ramp would be provided for traffic to access MD 5 northbound from MD 223. Access to the parking lot at MD 5/MD 223 would also be provided.

### **Surratts Road Interchange – Option A** *(See page 22)*

This option would create a grade-separated interchange at MD 5 and Surratts Road, with Surratts Road bridging over MD 5. The intersection of Surratts Road and MD 5 is currently an at-grade intersection with traffic signals. Option A would create a Modified Diamond Interchange with ramps for each movement to and from MD 5. Surratts Road would be slightly shifted to the north of the existing intersection. Other improvements would 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** *(See page 23)*

Option B would be a Diamond Interchange, with Surratts Road bridging over MD 5. The bridge would be placed where the existing intersection is located. Ramps would be included for each movement to and from MD 5. This interchange is proposed at the existing intersection and would require construction of a temporary intersection while the bridge is built. Other improvements would include removing the existing “S” curve on Surratts Road and providing a second entrance to the Southern Maryland Hospital Center.

### **Burch Hill/Moores Road/Earnshaw Drive Interchange – Option A** *(See page 24)*

Option A would create a modified diamond interchange between the two existing unsignalized intersections of Moores Road and Earnshaw Drive with MD 5. Currently, Moores Road and Earnshaw Drive are both at-grade intersections with MD 5. The new interchange would include a bridge over MD 5, with ramps to access both directions of MD 5.

## **Burch Hill/Moores Road/Earnshaw Drive Interchange – Option B (See page 25)**

Option B also proposes a grade-separated interchange between the two existing unsignalized intersections, as described in Option A; however, two-way service roads would be constructed parallel to MD 5 along both northbound and southbound roadways between Moores Road and Earnshaw Drive. A bridge would be built over MD 5 to connect the two service roads, and drivers would use the service roads and bridge to access both directions along MD 5.

## **Alternatives And Options No Longer Under Consideration**

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Following the Alternates Public Workshop, the project team dismissed Alternative 2 and Alternative 7.

Alternative 2, the Transportation Systems Management (TSM) Alternative, does not fully meet the project's purpose and need as a stand-alone alternative. It would not eliminate the at-grade intersections along the southern portion of the corridor, which are primary factors contributing to traffic congestion during peak travel periods.

Alternative 7, the Moveable Barrier Priced Managed Lane Alternative, has a very high long-term operational cost. A moveable barrier machine, machine operator, variable lane indicators, maintenance, and the amount of time to move five miles of barrier all contributed to the high cost of this alternative, making it not beneficial over the other two managed lanes alternatives.

## **Environmental Summary**

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

### **Land Use**

According to the Prince George's County Approved General Plan (Maryland-National Capital Park and Planning Commission (M-NCPPC) 2002), the MD 5 corridor is primarily situated in a developing area targeted for future growth and development, with development centers at each end of the corridor. In addition to the county's General Plan, the four smaller planning areas in the study area include (1) the Sub-Region V Master Plan and Sectional Map Amendment (M-NCPPC, 2009), (2) the Sub-Region VI Master Plan and Sectional Map Amendment (M-NCPPC, 2009), and, within Sub-Region VII, (3) the Henson Creek South Potomac Master Plan (M-NCPPC, 2006), and (4) the Heights and Vicinity Master Plan (M-NCPPC, 2000). Each sub-region or area plan calls for the MD 5 corridor to be upgraded to a fully access-controlled freeway with grade-separated interchanges and six to eight lanes to help improve traffic operations and safety while supporting proposed land use and development patterns within the area. The sub-region plans also call for BRT and/or high-occupancy-vehicle lanes or reversible lanes once the corridor has more than six lanes.

Summary of Environmental Impacts										
Resources	No-Build	Alt 3	Alt 4	Alt 5	Alt 6	Alt 8	Surratts Rd. Interchange – Option A	Surratts Rd. Interchange – Option B	Burch Hill Rd./ Moores Rd./ Earnshaw Dr. Interchange – Option A	Burch Hill Rd./ Moores Rd./ Earnshaw Dr. Interchange – Option B
Potential Displacements										
Residential (No.)	0	0	0	7	2	0	1	1	0	0
Business (No.)	0	0	2	2	2	2	1	0	0	0
Properties Affected (No.)	0	56	187	209	186	198	29	31	28	35
Right-of-Way Required (acres)										
Residential	0	9.1	16.2	21.1	19.6	16.3	4.2	4.2	20.2	12.1
Commercial/Industrial	0	1.4	15.9	16.7	16.3	16.9	9.9	9.7	0.1	0.9
Agricultural	0	0.8	0.8	0.8	0.8	0.8	0	0	5.6	7.5
Parkland	0	0	0	0	0	0	0	0	0	0
US Government	0	0	8.3	9.6	9.3	8.7	0	0	0	0
Other*	0	16.3	20.5	23.0	23.0	22.4	6.4	6.5	0	5.1
Total Right-of-way Required (acres)	0	27.6	61.7	71.2	69.0	65.1	20.5	20.4	25.9	25.6
Prime Farmland Soils (acres)	0	17.6	85.6	89.2	89.7	88.3	0	<0.01	4.9	12.1
Wetlands (acres)	0	4.3	9.1	10.7	10.4	9.7	0.2	0.3	0.2	2.6
Stream (linear feet)	0	12,087	18,010	20,153	19,520	18,183	2,715	3,410	1,994	3,866
Impervious Surface (acres)	0	16.2	30.3	79.0	51.1	32.7	6.0	9.6	5.3	3.8
100-Year Floodplain (acres)	0	14.9	19.8	20.3	20.4	20.1	4.6	4.6	0.7	9.2
Forest (acres)	0	51.8	65.6	73.5	70.7	65.7	11.6	11.4	26.0	32.8
Number of NSAs**, Exceeding Abatement Criteria / noise barriers are warranted, feasible, and reasonable	NA	13/8	37/18	36/16	37/17	37/18	NA	NA	NA	NA
Construction Costs (in millions)	0	110-130	600-620	870-890	950-970	690-710	54-59	64-69	40-45	55-60

\* Other includes properties owned by churches, community and non-profit organizations, and rural zoned unsubdivided properties.  
 \*\* NSAs=Noise Sensitive Areas

**Table 3**

Existing land use in the study area consists primarily of forested areas in the south and residential areas with commercial and industrial development (including Joint Base Andrews) in the north. The intent of Maryland's Smart Growth legislation is to limit sprawl and direct state funding for growth-related projects toward county-designated regions, which are called Priority Funding Areas (PFAs). The Prince George's County General Plan shows infill and redevelopment in the area north of Allentown Road, and low-density residential and employment growth south of Allentown Road. The alternatives and interchange options retained for detailed study are located within PFAs, with the exception of the area north of Dyson Road to north of Burch Hill Road in the southern half of the study area. SHA has coordinated with the Maryland Department of Planning (MDP) to confirm that the project serves to connect the two PFAs and is consistent with Smart-Growth criteria. SHA will continue to coordinate with MDP to ensure project compliance with Smart-Growth Initiatives once a Preferred Alternative is designated.

### **Socioeconomic Resources**

No residential relocations would be required for Alternatives 3, 4, and 8 and the Burch Hill/Moores Road/Earnshaw Drive Interchange Options. However, Alternative 5 would relocate seven residences, Alternative 6 would relocate two residences, and Surratts Road Interchange Options A and B would each relocate one residence. Alternatives 4, 5, 6, and 8 would require two commercial displacements, and Surratts Road Interchange Option A would require one additional commercial displacement. Depending on the alternative and interchange option chosen, between 4.2 and 21.1 acres of residential right-of-way and between 0.1 and 16.9 acres of commercial right-of-way may be required.

Several communities within the study area have been identified as minority or low-income (Environmental Justice, or EJ) populations. However, the Deer Pond Lane community is directly adjacent to the corridor and could be impacted by Alternative 5. SHA will continue to address these impacts through its public outreach efforts. Consistent with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," no disproportionately high or adverse effects on minority and low-income communities are expected from any of the alternatives or interchange options.

Emergency response times in the study area are expected to improve as a result of the implementation of any of the proposed build alternatives. SHA will continue to coordinate with emergency services providers to identify potential traffic delays during construction and detour routes that could affect response times.

### **Cultural Resources**

The Maryland Historical Trust has reviewed the proposed build alternatives and concurred with SHA's determination that no historic properties would be affected.

## Natural Resources

The study area is within the Piscataway Creek and Potomac River Upper Tidal watersheds, which are part of the larger Middle Potomac River Basin. Meetinghouse Branch, Payne's Branch, Fox Run, Piscataway Creek, and their tributaries flow west through the study area, eventually draining into the Potomac River. They are classified as Use I streams (water contact recreation, aquatic life) and have an in-stream work restriction period of March 1 through June 15, inclusive, during any year. Stream impacts range from 1,994 linear feet (under Burch Hill/Moores Road/Earnshaw Drive Interchange Option A) to 20,153 linear feet (under Alternative 5), depending on the build alternative and interchange option. Between 0.7 acre (under Burch Hill/Moores Road/Earnshaw Drive Interchange Option B) and 20.4 acres (under Alternative 6) of 100-year floodplain impacts are anticipated.

SHA, through consultation with the USACE, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. Between 4.7 and 13.6 acres of wetland impacts are anticipated if a build alternative and interchange option are selected.

This public hearing provides the opportunity to present views, opinions, and information which will be considered by the USACE in evaluating a Department of the Army permit. The USACE 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. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from the Maryland Department of the Environment (MDE). Written statements expressing concern for aquatic resources may be submitted to Ms. Mary Frazier, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203, until July 9, 2012, or by email at [Mary.A.Frazier@usace.army.mil](mailto:Mary.A.Frazier@usace.army.mil). Permits from the USACE and/or MDE are required for wetland and stream impacts. Adverse impacts on water quality during construction would be minimized through strict adherence to SHA sediment and erosion-control procedures which will be developed in accordance with MDE criteria.

Coordination with the Maryland Department of Natural Resources (DNR) and the U.S. Fish and Wildlife Service indicated that no rare, threatened, or endangered plant or animal species are known to exist within the project area.

Between 32.8 and 73.5 acres of forest impacts could result from the build alternative and interchange option. DNR noted that the forested area adjacent to the corridor may provide habitat for Forest Interior Dwelling Bird Species (FIDS). Impacts on potential FIDS habitat range from 20.3 to 20.7 acres for the build alternatives, and up to 11.9 acres of potential FIDS habitat under the Burch Hill/Moores Road/Earnshaw Drive options. Nearly all FIDS impacts would affect forest edges, rather than forest interior habitats. DNR guidelines to minimize impacts on potential FIDS habitat will be followed in the project's Final Design phase.

## **Air and Noise Impacts**

Detailed air-quality and noise analyses have been conducted for this project. The air-quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards are expected and that the project meets the transportation conformity requirements of the Clean Air Act.

Seventy-five Noise Sensitive Areas (NSAs) were identified along the MD 5 Corridor Study limits. A noise model was built to predict future noise levels from the build improvements and to establish a 66-decibel noise impact zone. Depending on the alternative, 7-18 NSAs would be considered for noise barriers. Seven NSAs would be considered for noise barriers under Alternative 3; 18 NSAs would be considered for noise barriers under Alternatives 4 and 8; 16 NSAs would be considered for noise barriers under Alternative 5; and 17 NSAs would be considered for noise barriers under Alternative 6.

## **Related Transportation Projects**

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**Several other transportation projects located in the study area and listed in the 2012-2017 CTP are listed below:**

- I-495 Corridor Transportation Project - This SHA planning study would evaluate potential alternatives to widen I-495 and to determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). The study is on hold due to lack of funding.
- US 301 Waldorf Area Planning Project – This SHA planning study would evaluate alternatives to facilitate vehicular movement along the US 301 corridor in the Waldorf area. Alternatives include upgrades to the existing route and bypass options, which may include tolling. The study is on hold due to lack of funding.
- MD 5 Branch Avenue Metro Access Project – This SHA design project will provide improved access between the Branch Avenue Metro Station and MD 5 and I-95/I-495.
- MD 5/MD 381/MD 373 Interchange Project – This SHA design project will replace the current MD 381 and MD 373 intersections at MD 5 with an interchange connection.

## Remaining Steps in the Project Planning Process

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- Evaluate and address public hearing comments and coordinate with state and federal environmental review and regulatory agencies (*Summer 2012*)
- Identify the SHA Preferred Alternative (*Fall 2012*)
- Obtain Location/Design Approvals (*Fall 2013*)

## Non-Discrimination in Federally Assisted and State-Aid Programs

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For information concerning non-discrimination, please contact:

Ms. Sharon Lynn Holmes, Deputy Director  
Office of Equal Opportunity  
Maryland State Highway Administration  
707 N. Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-0317  
Toll-free within Maryland: 1-888-545-0098  
Email: sholmes@sha.state.md.us

## Right-Of-Way and Relocation

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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. Paul Lednak, Chief  
District 3, Office of Real Estate  
Maryland State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7470  
Toll-free within Maryland: 1-800-331-5603  
Email: plednak@sha.state.md.us

## Media Used for Meeting Notification

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An advertisement appeared in the following newspapers to announce this Location/Design Public Hearing:

- Washington Post
- Gazette (Prince George's County)
- Afro American
- El Tiempo Latino

## Your Opinion Matters

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This hearing offers members of the public the opportunity to discuss their thoughts and concerns about the project and provide spoken and/or written comments. The Project Team will carefully review and consider the concerns and preferences expressed at the hearing. To assist you in providing comments, we have included in this brochure a pre-addressed, postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the Project Planning Team.

## Documents Available for Review

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The Environmental Assessment is available for review at the locations listed below. The Location/Design Public Hearing Transcript will be available for review approximately eight weeks after the hearing. To confirm availability, please call ahead, Monday through Friday, at:

Maryland State Highway Administration  
District 3 Office  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
Telephone: (301) 513-7300

Maryland State Highway Administration  
Public Involvement Section  
707 N. Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-8522  
Toll-free within Maryland: 1-800-548-5026

Prince George's County Public Library  
Surratts-Clinton Branch  
9400 Piscataway Road  
Clinton, MD 20735  
Telephone: (301) 868-9200  
Monday - Wednesday, 10:00 AM – 9:00 PM  
Thursday and Friday, 10:00 AM – 6:00 PM  
Saturday, 10:00 AM – 5:00 PM

Prince George's County Government  
Department of Public Works and Transportation  
9400 Peppercorn Place, Suite 300  
Largo, MD 20774  
(301) 883-5600

Charles County Public Library  
P.D. Brown Memorial Branch  
50 Village Street  
Waldorf, MD 20502  
Telephone: (301) 645-2864  
Monday - Thursday, 9:00 AM - 8:00 PM  
Friday, 1:00 - 5:00 PM  
Saturday, 9:00 AM - 5:00 PM

US Army Corps of Engineers  
Regulatory Branch, 8th Floor  
10 S. Howard Street  
Baltimore, MD 21201  
(410) 962-4252

## Thank You

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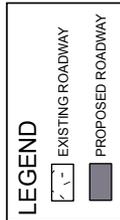
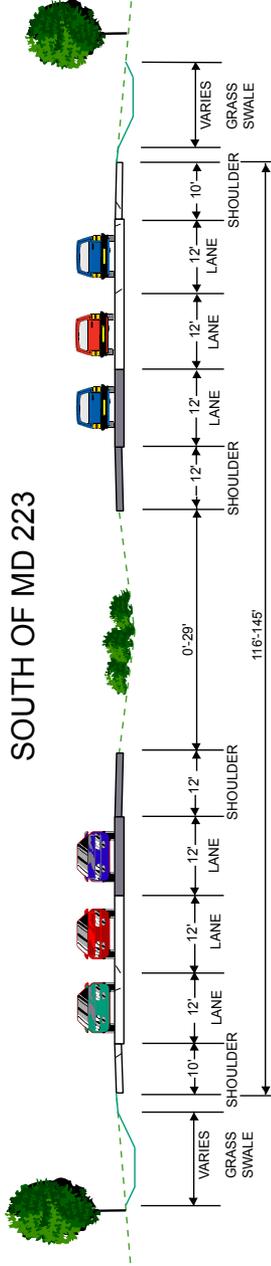
Thank you for participating in the MD 5 Corridor Transportation Study Location/ Design Public Hearing. Your comments are greatly appreciated! Please direct your questions or concerns to project team members by mail, telephone, or e-mail. For more information about this project and others, visit our internet site at <http://www.roads.maryland.gov>. Click on **Projects & Studies, SHA Project Page**, and **Prince George's County**, then **MD 5, Branch Avenue (US 301 at TB to AUTH ROAD)** under **Preconstruction**.

The Corps of Engineers has issued a public notice:  
[http://www.nab.usace.army.mil/Wetlands%20Permits/public\\_notices.htm](http://www.nab.usace.army.mil/Wetlands%20Permits/public_notices.htm)



QR Code for cell phone link to project page

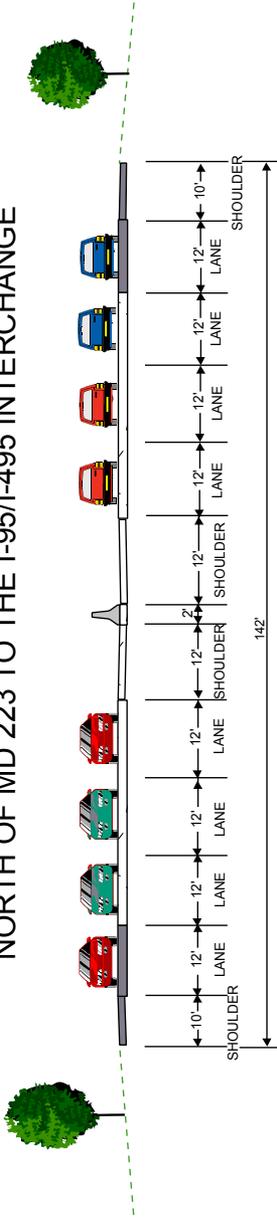
# ALTERNATIVE 3: EXPRESSWAY UPGRADE SOUTH OF MD 223



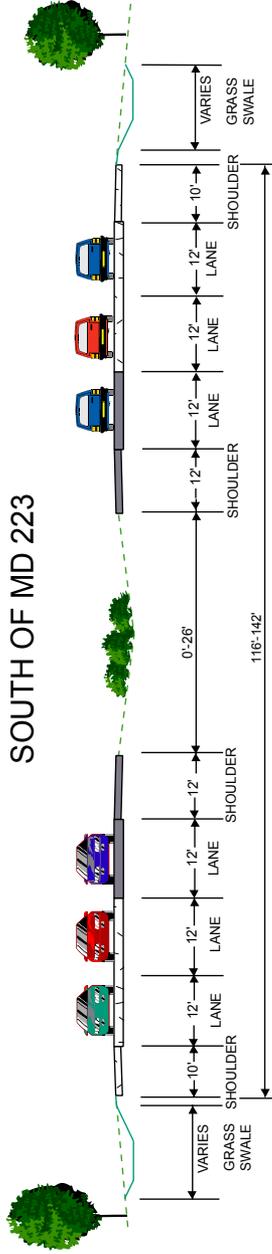
NOT TO SCALE

# ALTERNATIVE 4: EXPRESSWAY UPGRADE ENTIRE CORRIDOR

## NORTH OF MD 223 TO THE I-95/I-495 INTERCHANGE



## SOUTH OF MD 223

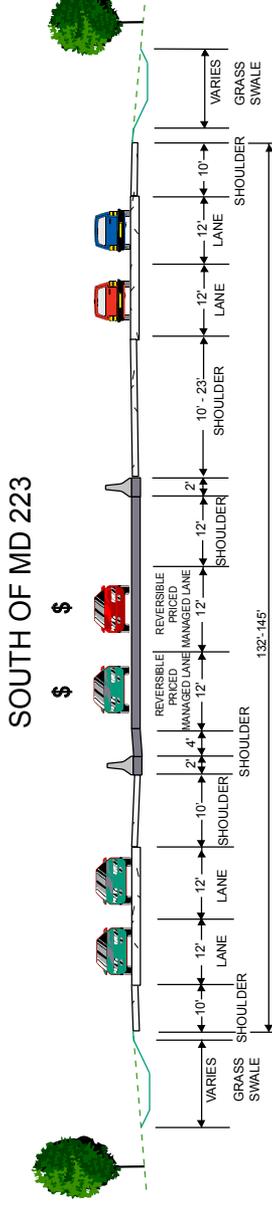
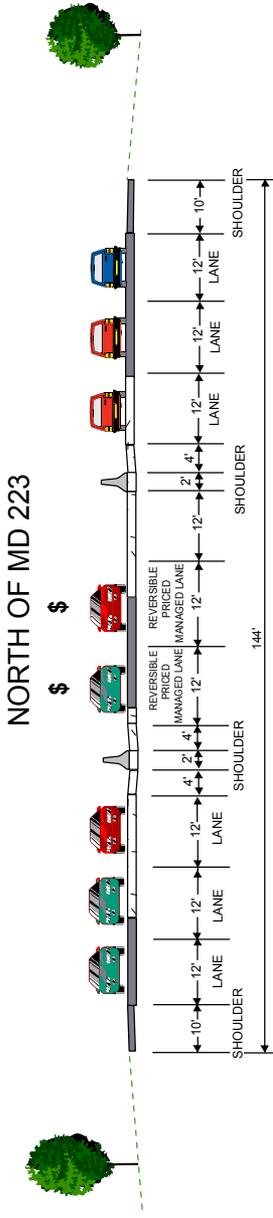


**LEGEND**

-  EXISTING ROADWAY
-  PROPOSED ROADWAY

NOT TO SCALE

# ALTERNATIVE 5: TWO REVERSIBLE PRICED MANAGED LANES



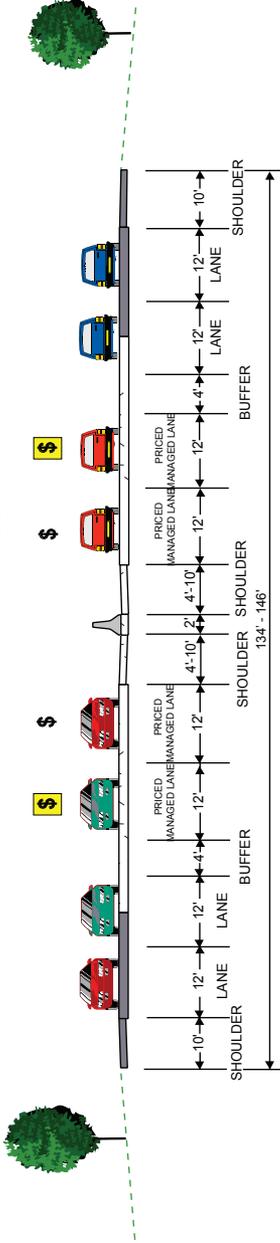
**LEGEND**

- EXISTING ROADWAY
- PROPOSED ROADWAY
- NEW PRICED MANAGED LANE

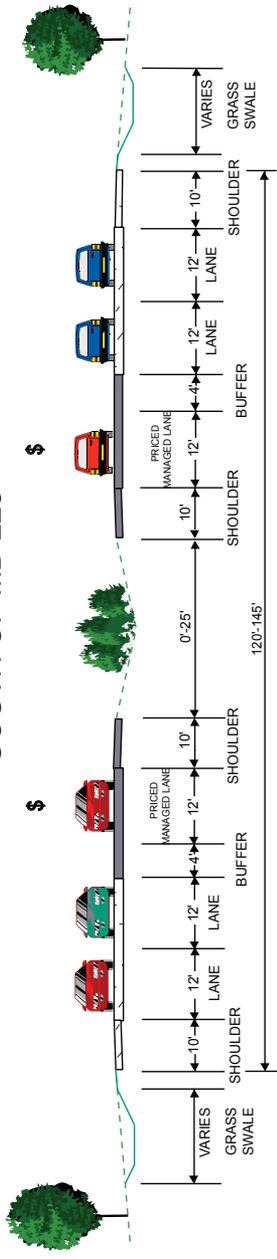
NOT TO SCALE

# ALTERNATIVE 6: ONE TO TWO PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223



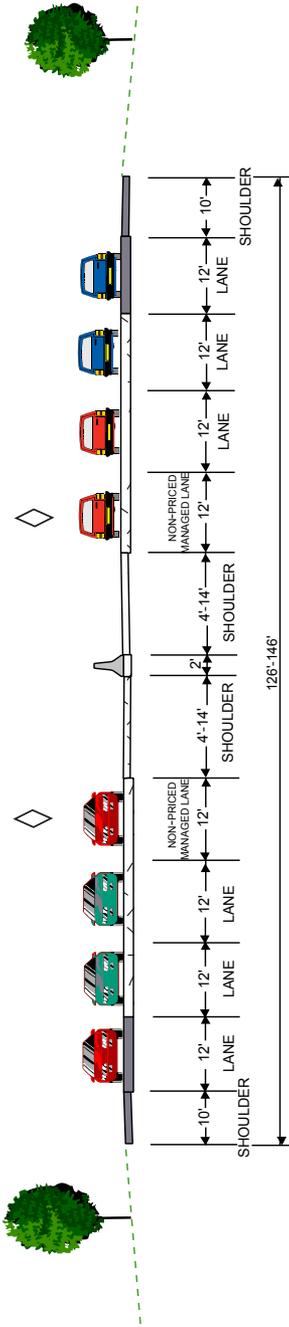
**LEGEND**

-  EXISTING ROADWAY
-  PROPOSED ROADWAY
-  NEW PRICED MANAGED LANE
-  EXISTING LANE CONVERTED TO PRICED MANAGED LANE

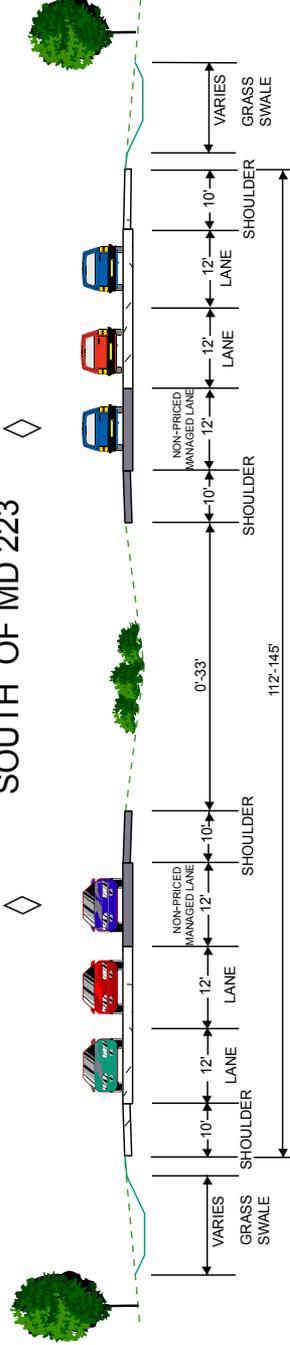
NOT TO SCALE

# ALTERNATIVE 8: NON-PRICED MANAGED LANES

NORTH OF MD 223



SOUTH OF MD 223

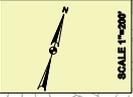


**LEGEND**

- EXISTING ROADWAY
- NEW NON-PRICED MANAGED LANE
- PROPOSED ROADWAY

NOT TO SCALE

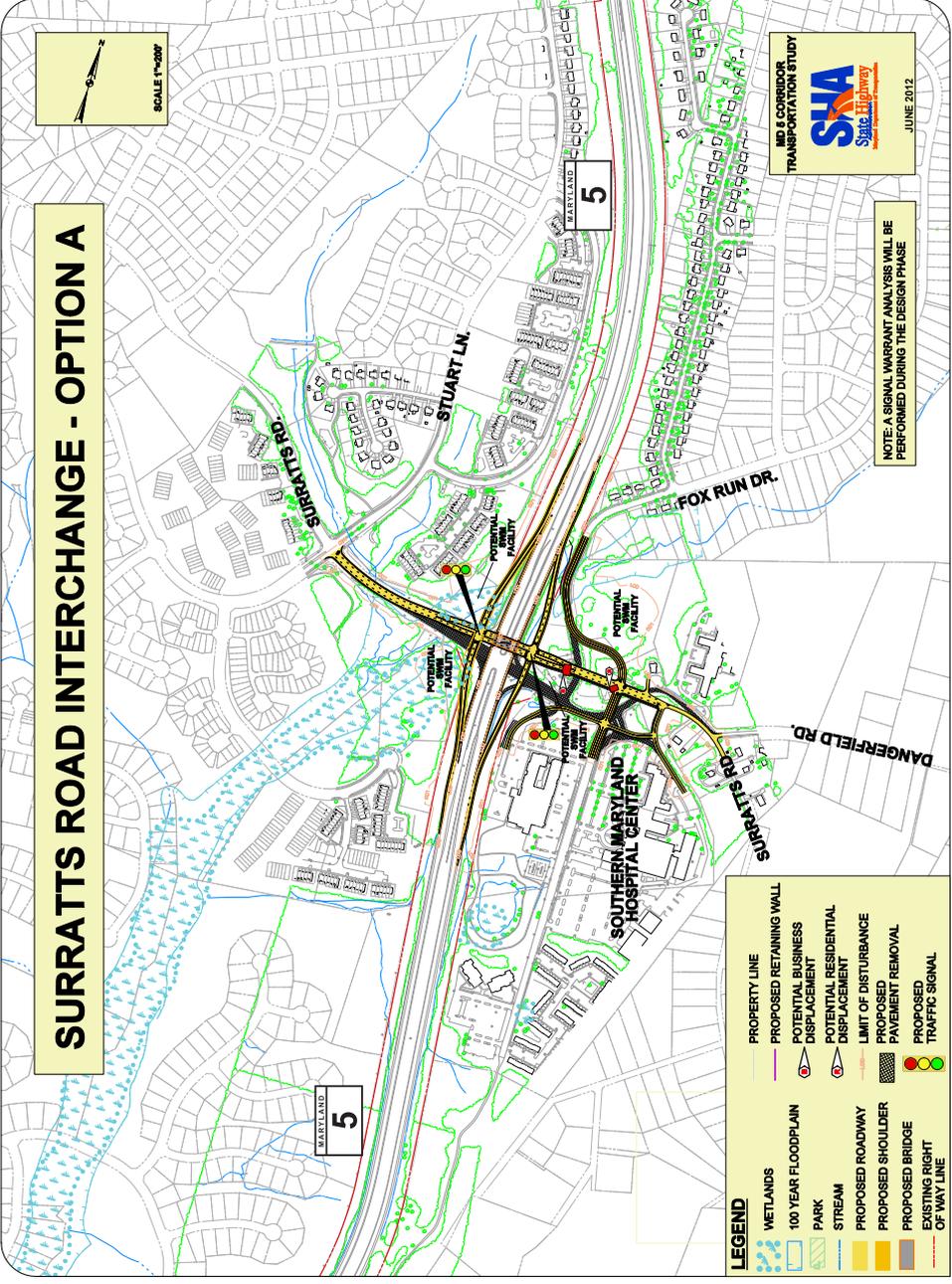
# SURRATTS ROAD INTERCHANGE - OPTION A



MD 6 CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012

NOTE: A SIGNAL WARRANT ANALYSIS WILL BE PERFORMED DURING THE DESIGN PHASE



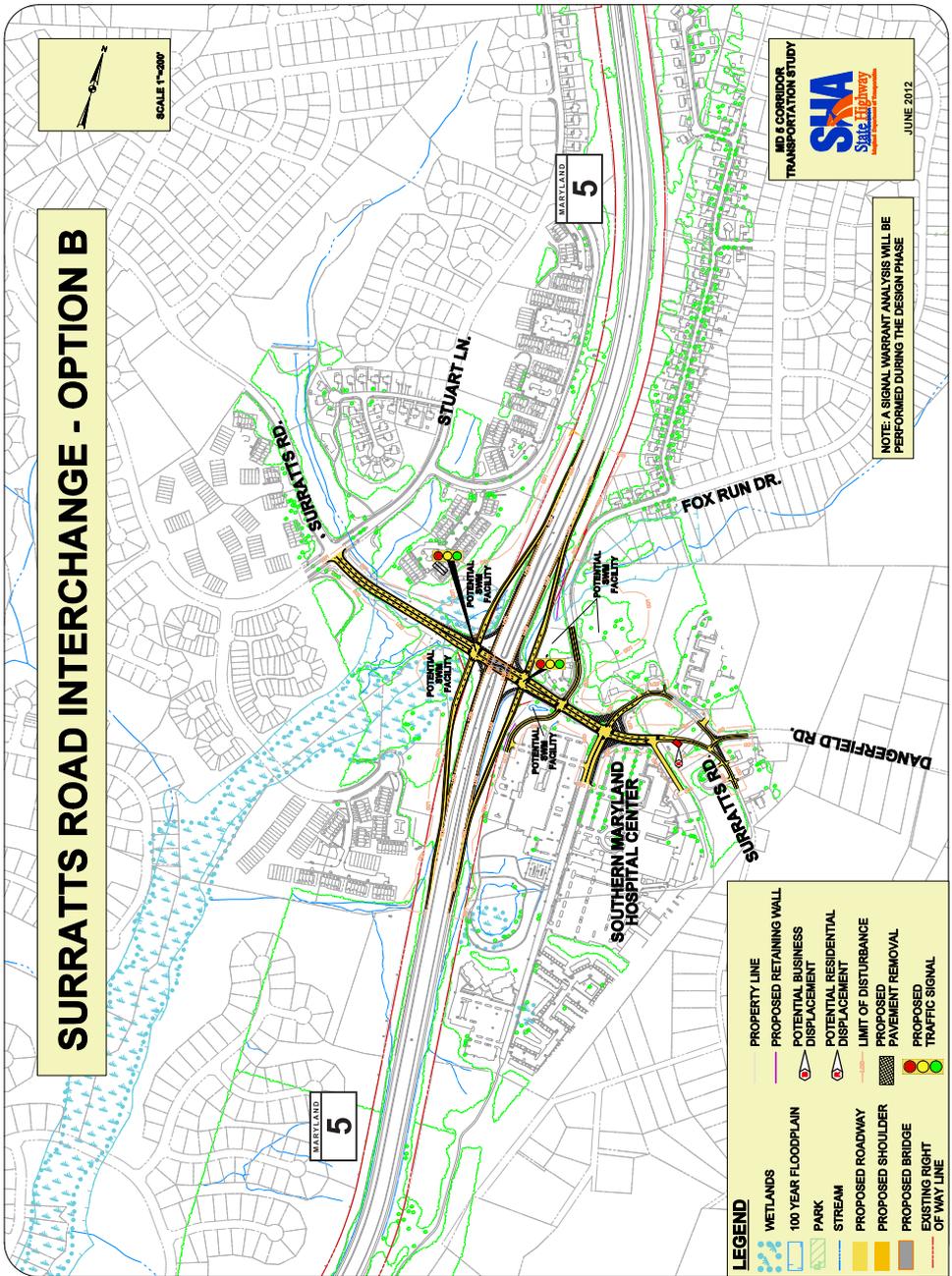
LEGEND			
	WETLANDS		PROPERTY LINE
	100 YEAR FLOODPLAIN		PROPOSED RETAINING WALL
	PARK		POTENTIAL BUSINESS DISPLACEMENT
	STREAM		POTENTIAL RESIDENTIAL DISPLACEMENT
	PROPOSED ROADWAY		LIMIT OF DISTURBANCE
	PROPOSED SHOULDER		PROPOSED PAVEMENT REMOVAL
	PROPOSED BRIDGE		PROPOSED TRAFFIC SIGNAL
	EXISTING RIGHT OF WAY LINE		

# SURRATTS ROAD INTERCHANGE - OPTION B



MD & CONGRESS  
 TRANSPORTATION STUDY  
  
 JUNE 2012

NOTE: A SIGNAL WARRANT ANALYSIS WILL BE PERFORMED DURING THE DESIGN PHASE



LEGEND			
	WETLANDS		PROPERTY LINE
	100 YEAR FLOODPLAIN		POTENTIAL BUSINESS DISPLACEMENT
	PARK		POTENTIAL RESIDENTIAL DISPLACEMENT
	STREAM		LIMIT OF DISTURBANCE
	PROPOSED ROADWAY		PROPOSED PAVEMENT REMOVAL
	PROPOSED SHOULDER		PROPOSED TRAFFIC SIGNAL
	PROPOSED BRIDGE		
	EXISTING RIGHT OF WAY LINE		

# BURCH HILL ROAD INTERCHANGE - OPTION A



PISCATAWAY CREEK  
STREAM VALLEY PARK

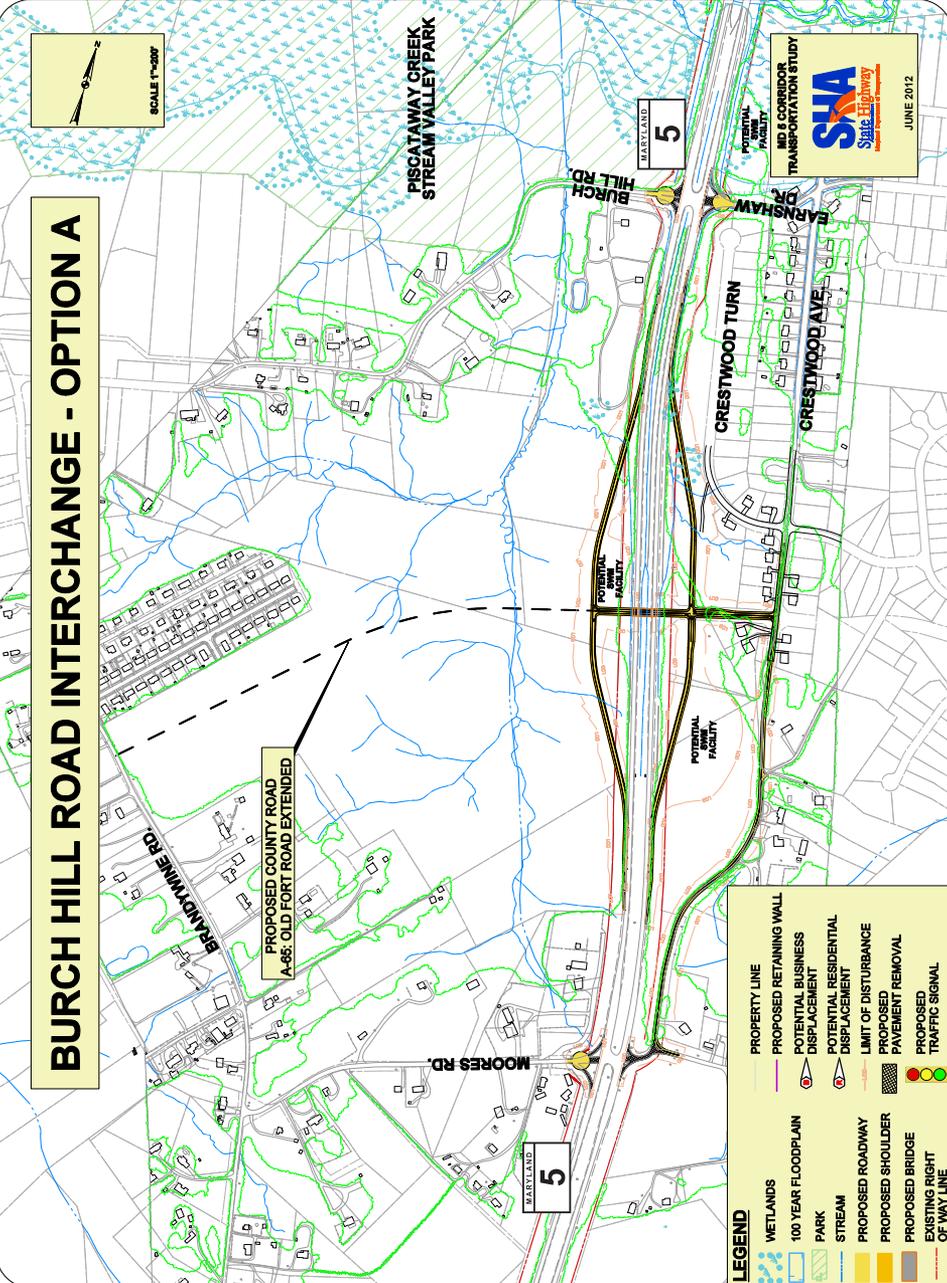
U.S. 17 CORRIDOR  
TRANSPORTATION STUDY

JUNE 2012

PROPOSED COUNTY ROAD  
A-66: OLD FORT ROAD EXTENDED

**LEGEND**

WETLANDS	PROPERTY LINE
100 YEAR FLOODPLAIN	PROPOSED RETAINING WALL
PARK	POTENTIAL BUSINESS DISPLACEMENT
STREAM	POTENTIAL RESIDENTIAL DISPLACEMENT
PROPOSED ROADWAY	LIMIT OF DISTURBANCE
PROPOSED SHOULDER	PROPOSED PAVEMENT REMOVAL
PROPOSED BRIDGE	PROPOSED TRAFFIC SIGNAL
EXISTING RIGHT OF WAY LINE	

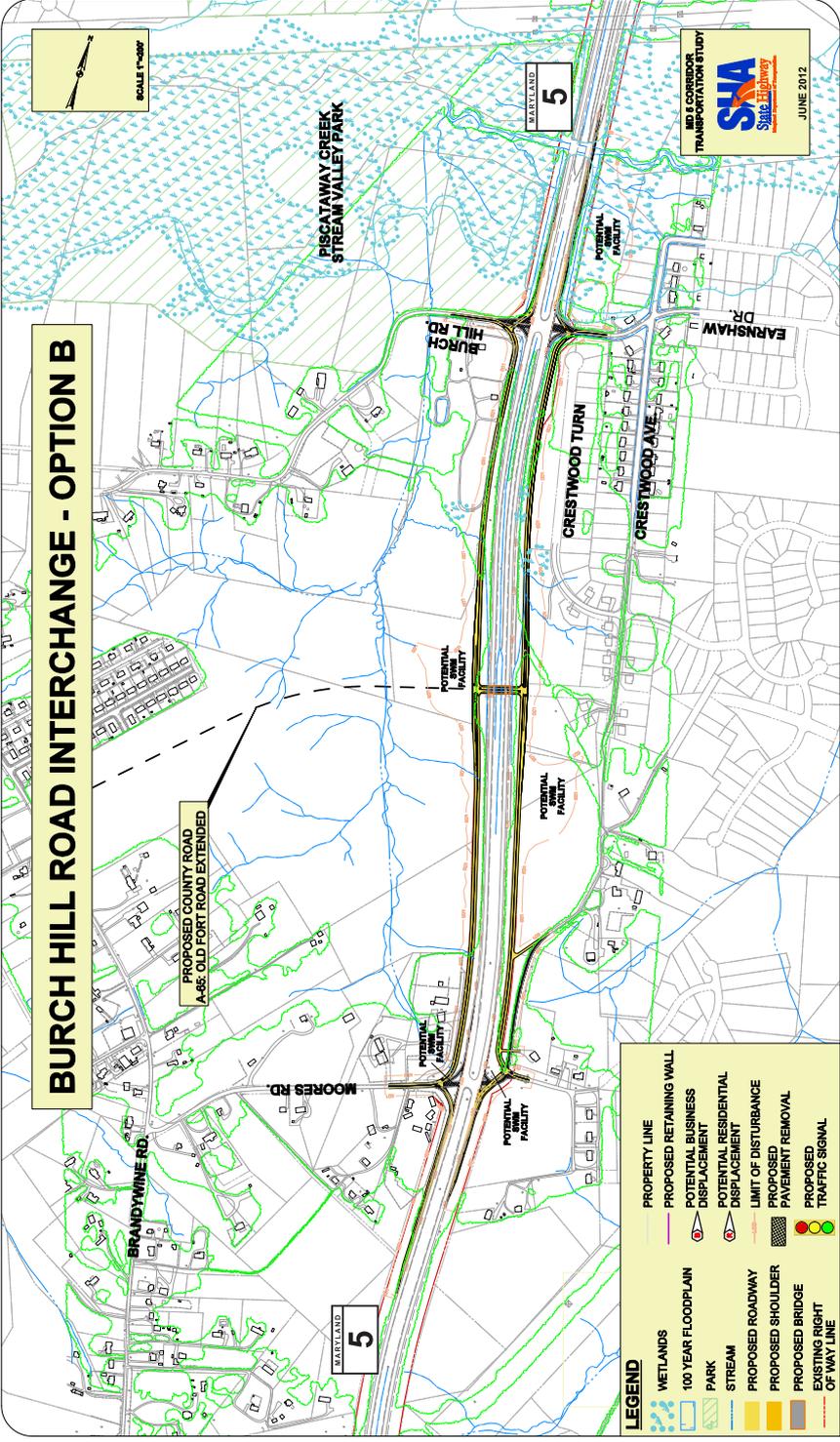


# BURCH HILL ROAD INTERCHANGE - OPTION B



MR. & MRS. CONNORS  
TRANSPORTATION STUDY

JUNE 2012



LEGEND	
	WETLANDS
	100 YEAR FLOODPLAIN
	PARK
	STREAM
	PROPOSED ROADWAY
	PROPOSED SHOULDER
	PROPOSED BRIDGE
	EXISTING RIGHT OF WAY LINE
	PROPERTY LINE
	POTENTIAL BUSINESS DISPLACEMENT
	POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE
	PAVEMENT REMOVAL
	PROPOSED TRAFFIC SIGNAL



Maryland Department of Transportation  
STATE HIGHWAY ADMINISTRATION  
Office of Planning and Preliminary Engineering  
707 North Calvert Street  
Mail Stop C-301  
Baltimore, MD 21202

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