

Next Steps

SHA envisions this schedule for pursuing the following key tasks and Project Planning milestones:

- Complete detailed engineering and environmental analyses – **Summer 2007**
- Prepare draft environmental document – **Winter 2007**
- Conduct Location/Design Public Hearing – **Spring 2008**
- Select SHA Preferred Alternative – **Spring 2008**
- Complete final environmental document – **Spring 2009**
- Obtain Location/Design approval – **Summer 2009**

Contacting Us

SHA is committed to keeping the public involved throughout the US 50 Project Planning Study and welcomes all questions and comments. For more information or to be added to or removed from the project mailing list, interested persons should contact the Project Manager: Ms. R. Suseela Rajan, at 410-545-8514 or 1-800-548-5026, or via email: srajan@sha.state.md.us. Information on this and other SHA projects can also be found on our web site: www.marylandroads.com.

Public Involvement is Important

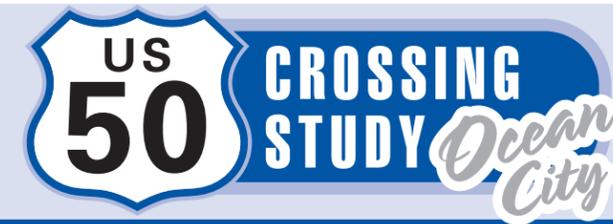
We want to hear from you! Here's how you can get involved in the study and stay updated as we move forward:

- Fill out and mail the inserted postage-paid survey.
- Get on the project mailing list. Add your name and address to the bottom of the attached postcard to receive future project updates and announcements.
- Come to our public meetings! We will send you announcements and advertise in newspapers when we plan to hold our next round of public meetings.
- Let us know how we can come to you. Representatives are available to come to community or business organization meetings.
- Log on to our Project Web Page at: www.marylandroads.com

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

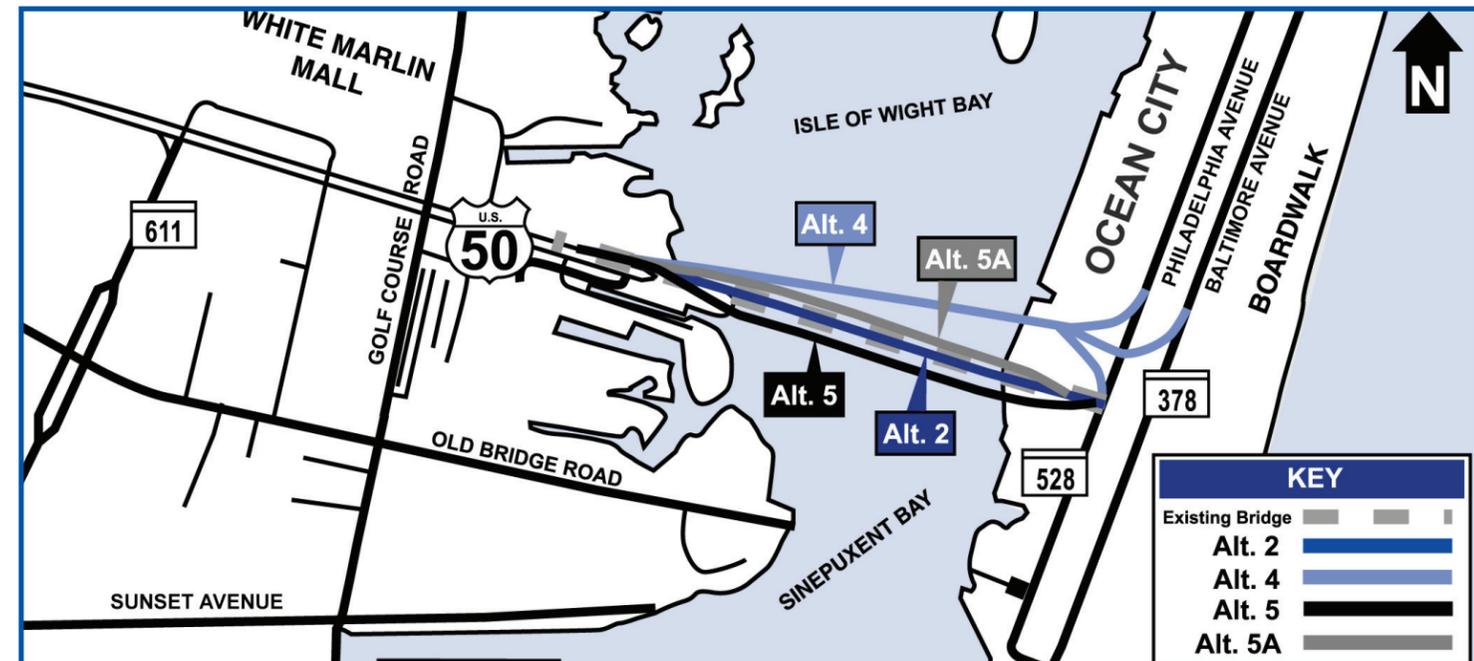


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF PLANNING AND
 PRELIMINARY ENGINEERING
 P.O. BOX 717, MAIL STOP C-301
 BALTIMORE, MD 21203-1717



Spring 2007 Newsletter

PROJECT TEAM TO PRESENT DETAILED ALTERNATIVES



Alternatives Refined

Detailed engineering/environmental work continues in the US 50 Crossing Study, which has resulted in refinements to several alternatives.

The alternatives retained for further study include Alternative 1 (No-Build), Alternative 2 (Rehabilitation of the Existing Bridge), Alternative 4 – Fixed Span Bridge, Alternative 5 (South Parallel Bridge), and Alternative 5A (North Parallel Bridge).

The project team is conducting a more detailed engineering evaluation of these alternatives to determine how to reduce impacts to the environment and properties while improving the bay crossing for the variety of bridge users. In recent months, the engineering evaluation has focused on a number of issues, which include:

- Shifting the alignment of Alternative 4 to the south to reduce property impacts while reducing the roadway grades
- Reducing the width of any new bridge to four lanes, instead of six lanes as previously proposed
- Determining how to maintain bridge traffic during construction
- Evaluating how the alternatives will accommodate the surrounding community (pedestrian and bicycle access, landscaping, traffic patterns, etc.)

Attend the Public Meetings!

WHAT: Get an update on the latest developments at an Informational Public Workshop. Learn about the current alternatives and major issues under study, and provide us with your input and views. Three identical sessions are scheduled for your convenience. All will be conducted in an open house format, in which Project Team members will be available to provide information and receive comments. There will be no formal presentation, so feel free to arrive at any time. Please mark your calendars and plan to attend!

WHEN:

- Thursday, May 31, 2007
 - 6:00 PM to 8:00 PM
- Friday, June 1, 2007
 - 9:00 AM to 11:00 AM
 - 1:00 PM to 3:00 PM

WHERE:

Roland E. Powell
 Convention Center
 Room 217
 4001 Coastal Highway
 (40th Street)
 Ocean City, MD 21842

Standard Rate
 U.S. Postage
PAID
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Why is the Project Needed?

The US 50 bridge over the Sinepuxent Bay was built in 1942. The existing bridge, known as the Harry W. Kelley Memorial Bridge, has an operating life expectancy of 15-40 years, depending on the amount of repair work done in the future. The bridge is eligible for inclusion in the National Register of Historic Places.

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.

The study will address how to better accommodate the variety of users of the crossing, including car and truck drivers, pedestrians, fishermen, boaters, cyclists, and public transit passengers. The need to establish a more attractive gateway representative of a major coastal resort has also been identified.

Environmental Studies

SHA is conducting detailed environmental analyses necessary to prepare the Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA), including:

- Detailed studies to further define the limits of important environmental resources, including wetlands
- A Community Effects Analysis to determine the potential effects of the project on the human environment
- Computer models to examine the effects of various bridge designs on navigation, erosion and the formation of the shoals (such as Skimmer Island) in Ocean City's back bays and inlet
- An Essential Fish Habitat assessment to determine the effects of the project on the fish in the Sinepuxent Bay
- An assessment of rare, threatened and endangered species to determine the potential effects of the project on waterbirds, as well as, protected marine turtles that may be present in the project vicinity
- Air and Noise Analyses
- Hazardous Material

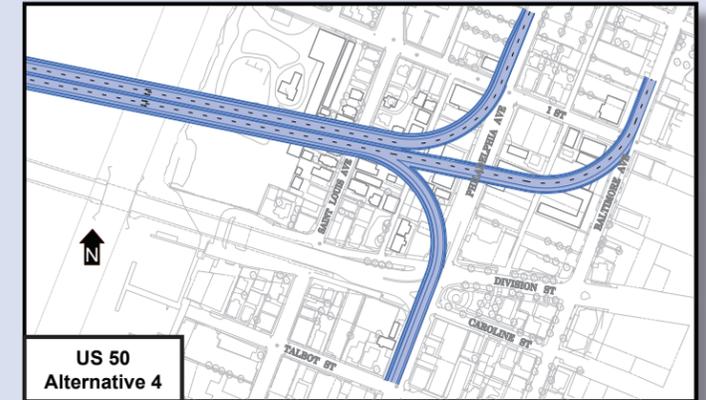
Alternatives Currently Under Consideration

Four "build" alternatives and the "no-build" alternative are under consideration that will be presented to the public at the upcoming workshops. These include:

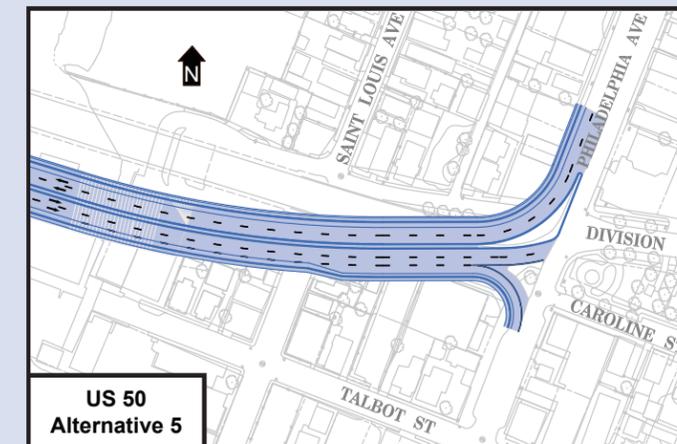
Alternative 1 – No-Build – Includes minor short-term improvements as part of routine maintenance and safety operations. No major improvements are proposed. This alternative provides a baseline for the other alternatives under consideration.

Alternative 2 – Rehabilitation - Involves rehabilitation of the existing bridge, construction of a separate fishing pier, wider sidewalks for pedestrians and cyclists, and adds aesthetics such as lighting and archways. No property acquisitions would be required.

Alternative 4 – Fixed Span Bridge - Proposes a new 45-foot high, fixed-span parallel bridge beginning just west of the existing bridge. Originally under this alternative, the bridge began just west of the existing bridge and connected near 1st Street in Ocean City. The Project Team is now examining locating this bridge further south, closer to the existing bridge and tying in south of 1st Street. The new four-lane bridge would carry inbound and outbound traffic; inbound traffic could continue northbound one-way onto Baltimore Ave., while a new connection would continue the inbound right-turn movement for traffic heading south. This alternative may require displacement of 21 homes and 16 businesses. The existing bridge would be retained and possibly used for bikes, pedestrians, and fishing.



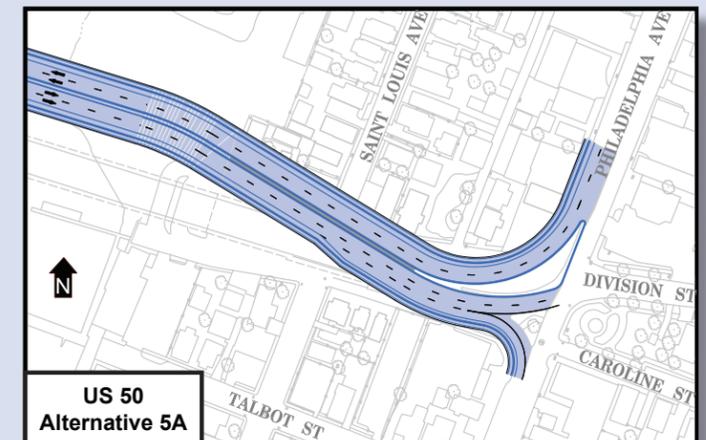
US 50
Alternative 4



US 50
Alternative 5

Alternative 5 - South Parallel Bridge - Proposes a new parallel bridge beginning just south of US 50 and tying back into Division Street. The new four-lane bridge, which will not change traffic flow, would have a higher draw span and carry inbound and outbound traffic. The higher draw span (30 feet) will help reduce congestion by reducing the number of draw span openings. This alternative could displace approximately 6 homes and 4 businesses. The existing bridge would be retained and possibly used for bikes, pedestrians, and fishing.

Alternative 5A - North Parallel Bridge – Proposes a new parallel bridge beginning just north of US 50 and tying back into Division Street – a mirror concept of Alternative 5 on the opposite side of the existing bridge. The new four-lane bridge, which will not change traffic flow, would also have a higher draw span and carry inbound and outbound traffic. The higher draw span (30 feet) will help reduce congestion by requiring fewer openings. This alternative could displace approximately 1 home and 7 businesses. The existing bridge would be retained and possibly used for bikes, pedestrians, and fishing.



US 50
Alternative 5A

US 50 Crossing Study - Summary of Impacts

CATEGORY	Alt. 1 (No-Build)	Alt. 2	Alt. 4	Alt. 5	Alt. 5A
Displacements / Area of Impact					
Number of Potential Displacements					
Residential	0	0	21	6	1
Commercial	0	0	16	4	7
Total	0	0	37	10	8
Right of Way Required (acres)					
Residential	0	0	2	1	1
Commercial	0	0	7	1	2
Total	0	0	9	2	3
Number of Properties Impacted					
Residential	0	0	12	9	1
Commercial	0	0	26	8	12
Total	0	0	38	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 (ft)	N/A	N/A	2570.0	2290.0	2310.0
Cost					
Total Cost	\$20M - \$30M	\$130M - \$140M	\$355M - \$365M	\$335M - \$345M	\$315M - \$325M