



MARYLAND

5

WELCOME

MD 5 GREAT MILLS IMPROVEMENT STUDY

Alternatives Public Workshop

Great Mills High School
21130 Great Mills Road
Great Mills, MD 20634

Tuesday, March 15, 2016

6:30 p.m. – 8:30 p.m. Open House

Maps and displays for review. Staff available for questions

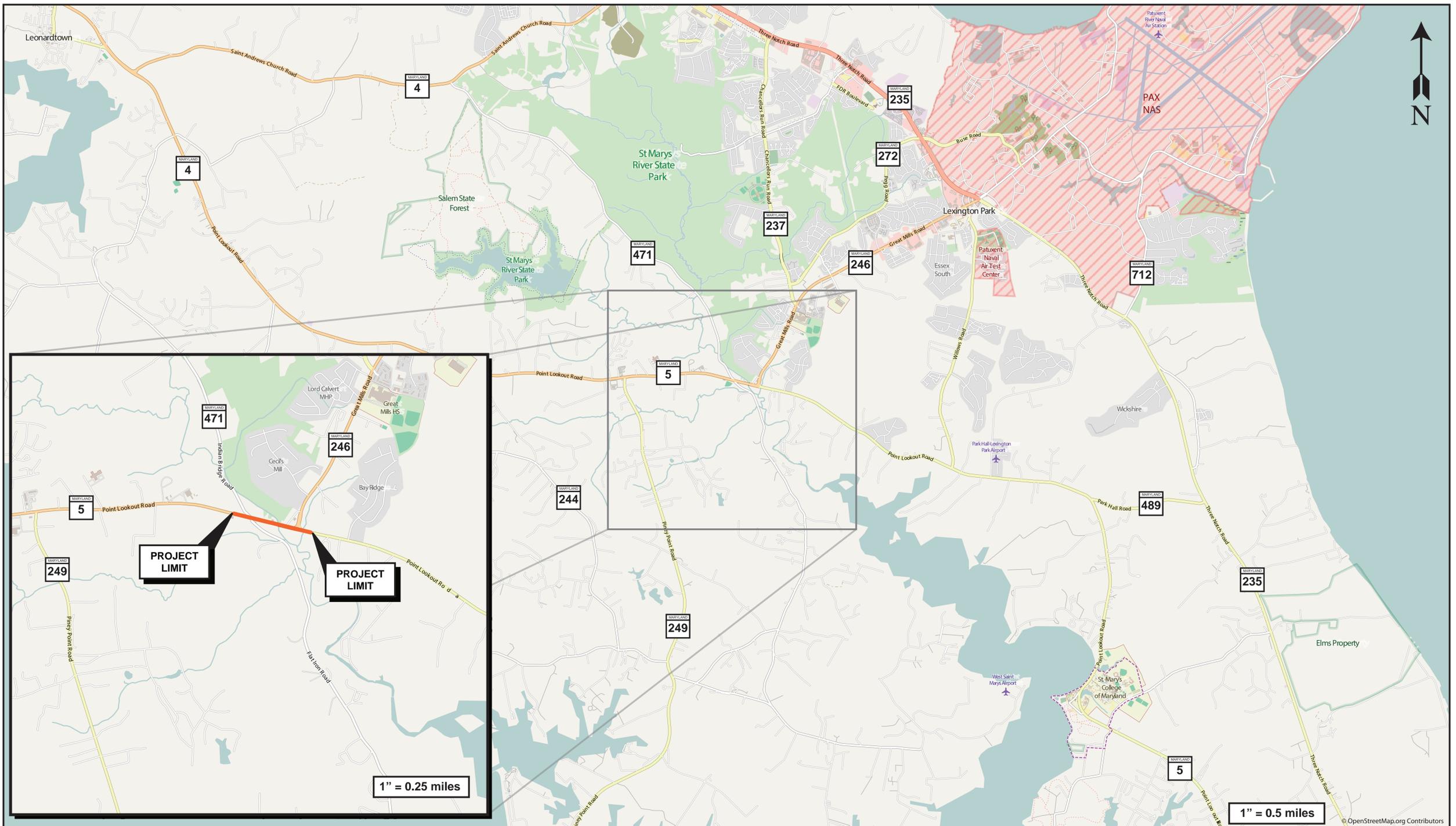
WE WANT YOUR FEEDBACK TONIGHT!

- **Have we captured the issues and constraints?**
- **Is the Purpose and Need appropriate for this project?**
- **Are the issues being addressed by the alternatives?**
- **Which alternative is most promising?**

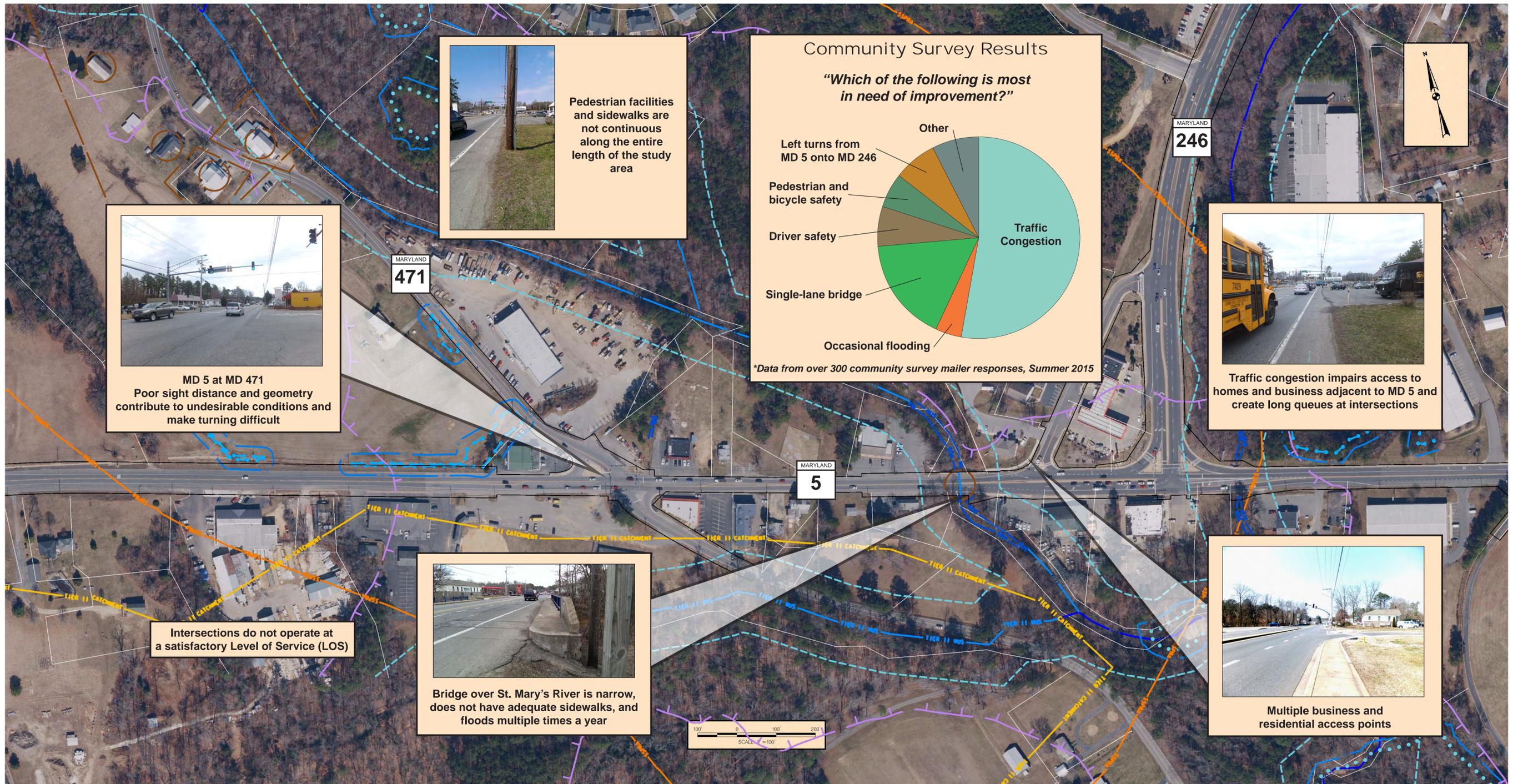
WORKSHOP GUIDE

- **Tonight's workshop is self-paced**
- **No formal presentation will be given**
- **Team members are available at all stations to answer questions**
- **The displays present:**
 - **Project Purpose and Need**
 - **Environmental features**
 - **Alternatives and Options under consideration**
 - **Project schedule and next steps**
- **We want your feedback!**
Please complete a comment card

WHERE DO YOU LIVE AND WORK?



EXISTING AREAS OF CONCERN



PROJECT PURPOSE

To develop a transportation solution along MD 5 that:

- **Improves existing traffic operations**
- **Addresses design deficiencies**
- **Improves safety within the corridor**

PROJECT NEED

- **Failing Levels of Service (LOS) now and in the future**
- **Long traffic queues at these intersections during peak hours**
- **Crash rates significantly higher than the statewide average**
- **MD 471 skewed intersection reduces efficiency and creates safety concerns for larger vehicles**
- **Flooding causes safety concerns and detours**
- **Limited bicycle and pedestrian facilities**

PROJECT AREA



TRAFFIC

- Long delays and queues at both intersections during AM and PM peak hours
- Peak hour traffic is highly directional: East in the AM, West in the PM
- Lane reduction at St. Mary's River bridge acts as a bottleneck
- 2040 traffic volumes are projected to increase by approximately 30%

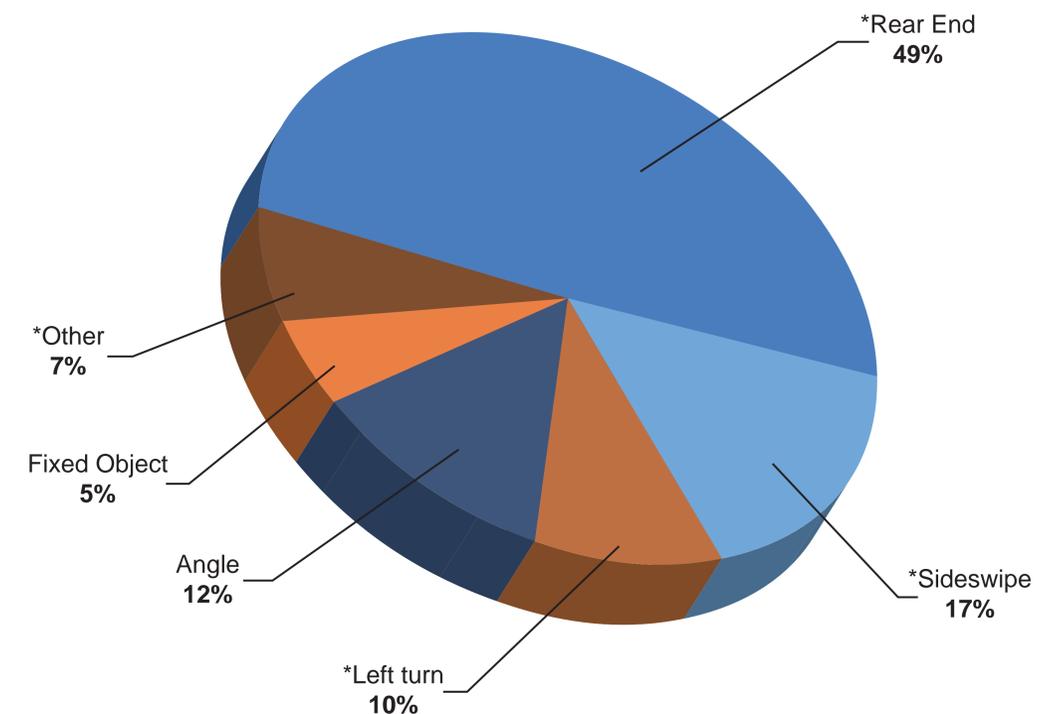
AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE IN 2016					
Intersection	Traffic Volume (vehicles/day)	Average Delay (seconds)		Level of Service (LOS)	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
MD 5 at MD 471	19,475	59	46	E	D
MD 5 at MD 246	18,600	44	44	D	D

PROJECTED AVERAGE DAILY TRAFFIC AND LEVEL OF SERVICE IN 2040					
Intersection	Traffic Volume (vehicles/day)	Average Delay (seconds)		Level of Service (LOS)	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
MD 5 at MD 471	Approx. 25,300	122	142	F	F
MD 5 at MD 246	Approx 24,200	53	48	D	D

SAFETY

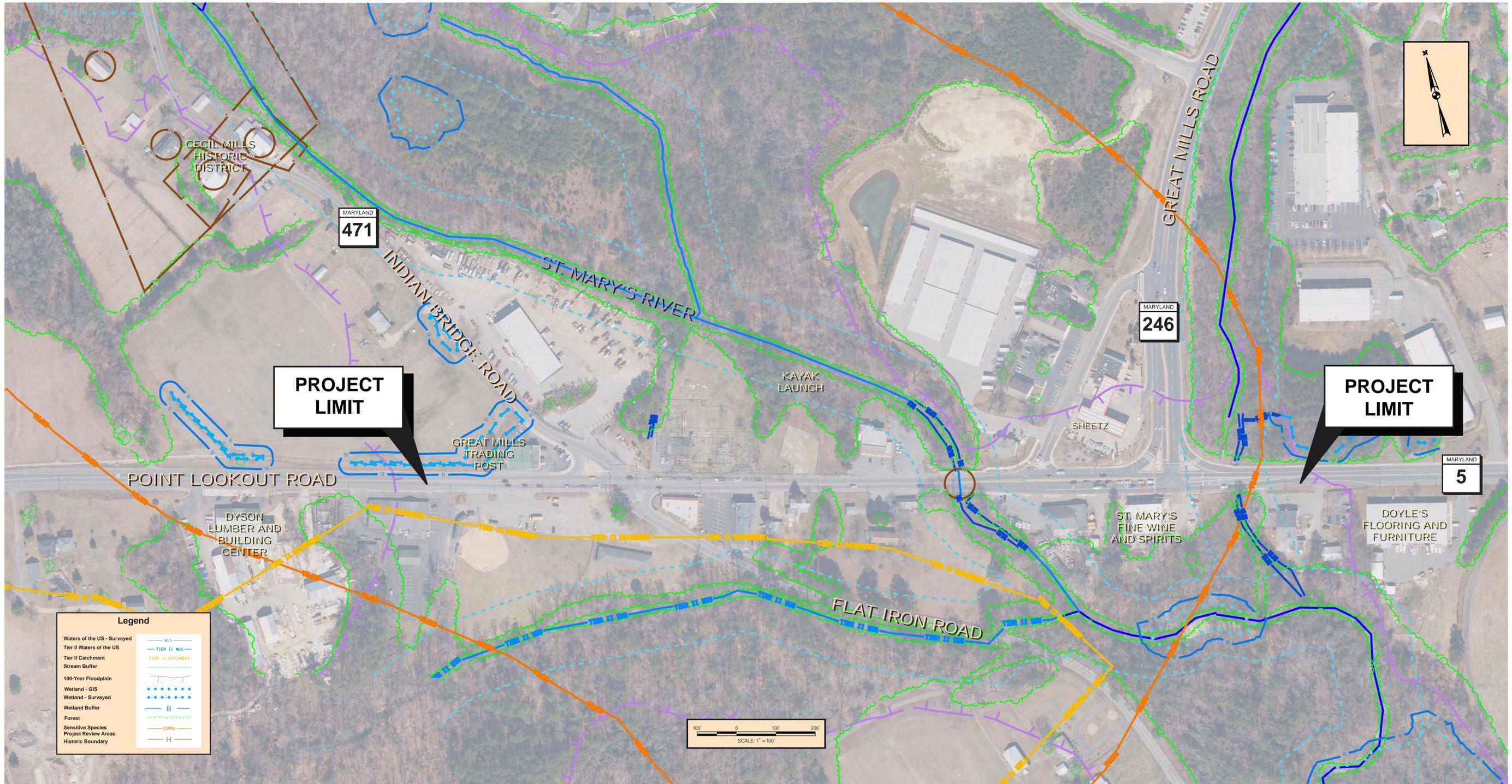
- Overall crash rate is significantly higher than statewide average
- Rear-end, sideswipe, and left-turn are significantly higher than statewide average
- Flooding on MD 5 leads to roadway closures
- Limited bicycle and pedestrian facilities
- Multiple business and residential access points in close proximity

MD 5 Study Area
2010 to 2014
Crash Rates



* Crash types that are significantly higher than statewide average

ENVIRONMENTAL FEATURES



ALTERNATIVES UNDER CONSIDERATION

Mainline Alternatives

- **Alternative 1: No-Build**
- **Alternative 2: Two Lanes with Existing Bridge**
- **Alternative 3: Four Lanes on Existing Bridge**
- **Alternative 4: Four Lanes on New Bridge with Sidewalks**
- **Alternative 5: Five Lanes on New Bridge with Sidewalks**

Intersection Options

- **Option 1: Relocated MD 471 (400' West)**
- **Option 2: Relocated MD 471 (1100' West)**
- **Option 3: Close Old Great Mills Road Access to MD 5**



IMPACTS AND COSTS

Resources		Alternative 1 No-Build	Alternative 2 Two Lanes with Existing Bridge	Alternative 3 Four Lanes on Existing Bridge	Alternative 4 Four Lanes on New Bridge with Sidewalks	Alternative 5 Five Lanes on New Bridge with Sidewalks	Option 1 Relocated MD 471 (400' West)	Option 2 Relocated MD 417 (1100' West)	Option 3 Close Old Great Mills Road Access to MD 5
Relocations/Property	Residential Displacements	0	0	4	0	4	0	0	0
	Number of Impacted Properties	0	14	23	30	30	30	34	30
Natural Resources	Wetlands (surveyed) (No. of wetlands/acreage)	0	0/0	2/0.07	2/0.07	2/0.07	3/0.15	2/0.11	2/0.07
	Wetland Buffer (25-foot buffer that excludes the wetland area) (acreage)	0	0	0.45	0.51	0.51	0.81	0.80	0.46
	Woodland/Forest Impacts (acres)	0	0.02	0.08	0.10	0.13	0.14	0.43	0.13
	Floodplain (FEMA 100-year floodplain) (acreage)	0	2.14	4.61	6.6	7.1	8.2	7.1	6.9
	Waters of the US (surveyed) St. Mary's River Bridge Crossing (Linear Feet)	0	0	0	73	94	94	94	94
	Waters of the US (surveyed) Unnamed Tributary Culvert Crossing (Linear Feet)	0	0	0	12	19	19	19	19
	Total Waters of the US (Linear Feet)	0	0	0	85	113	113	113	113
	Hazardous Waste Sites (no.)	0	6	9	13	13	13	16	13
Cultural Resources	Properties Eligible for/listed on the National Register of Historic Places	0	0	0	0	0	0	Near the Cecil's Mill National Register Historic District	0
Total cost (million \$)	<i>Present day dollars</i>	\$0.0	\$0.75 - \$1.0	\$1.7 - \$2.3	\$6 - \$8	\$9 - \$12	\$10 - \$13	\$11 - \$15	\$9 - \$12

TRAFFIC

INTERSECTION LEVEL OF SERVICE AND TRAFFIC VOLUME

Existing and Alternatives														
Intersection	2016 AADT	2016 Existing LOS		2040 No-Build AADT	2040 No-Build LOS		Alternative 2 LOS		Alternative 3 LOS		Alternative 4 LOS		Alternative 5 LOS	
		AM Peak	PM Peak		AM Peak	PM Peak								
MD 5 at MD 471	19,475	E	D	25,300	F	F	F	E	C	B	C	B	C	B
MD 5 at MD 246	18,600	D	D	24,200	D	D	C	D	C	D	C	D	C	D

Options						
Intersection	Option 1 LOS		Option 2 LOS		Option 3 LOS	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
MD 5 at Flat Iron Rd	B	B	B	B	B	C
MD 5 at MD 246	B	C	B	C	B	B
MD 5 at MD 471	B	C	B	C		

LOS: Level of Service

AADT: Average Annual Daily Traffic

AM/PM Peak: The period of time during the morning and evening “rush hours”

* Options apply only to Alternatives 3, 4, 5

NEXT STEPS

- **Evaluate and address public and agency comments resulting from the existing studies and the Purpose and Need / Alternatives Public Workshop (Spring 2016)**
- **Identify Alternatives Retained for Detailed Study (ARDS) and complete detailed engineering/environmental analysis (Fall 2016)**
- **Complete draft environmental document and conduct Location / Design Public Hearing (Winter 2016/2017)**
- **Receive Location and Design Approvals (Winter 2017/2018)**



WE WANT YOUR COMMENTS!

Please fill out a comment form and place it in the box or mail to the address provided

MD 5 GREAT MILLS IMPROVEMENT STUDY
SM210A11 - ALTERNATIVE PUBLIC WORKSHOP COMMENT
 TUESDAY, MARCH 15, 2016
 6:30 P.M. – 8:30 P.M.
 GREAT MILLS HIGH SCHOOL – 21130 GREAT MILLS ROAD, GREAT MILLS, MD 20634

The MD 5 Great Mills project team will carefully consider the information you provide on this survey. This survey can be completed at the workshop and deposited in the comment box, or it can be returned by mail. Simply fold and seal the postage-paid survey before placing it in the mail.

Please identify yourself:

I live/work in or near the project area _____
Where?

I commute through the project area _____
(At what times/how often?)

1. Has the SHA project team captured all of the current issues and constraints of this section of MD 5?
 YES NO, please explain _____

2. Is the Purpose and Need appropriate for this project?
 YES NO, please explain _____

3. Are the issues and constraints being fully addressed by the proposed Alternatives?
 YES NO, please explain _____

4. Which Alternative is most promising?

<input type="checkbox"/> Alt 1 – No-Build	<input type="checkbox"/> Alt 4 – Four Lanes with New Bridge with Sidewalks
<input type="checkbox"/> Alt 2 – Two Lanes with Existing Bridge	<input type="checkbox"/> Alt 5 – Five Lanes with New Bridge with Sidewalks
<input type="checkbox"/> Alt 3 – Four Lanes with Existing Bridge	

Please explain your preference _____

5. Which Option is most promising?

<input type="checkbox"/> Opt 1 – Relocated MD 471 (400' Shift to the West)	<input type="checkbox"/> Opt 3 – Close Old Great Mills Access to MD 5
<input type="checkbox"/> Opt 2 – Relocated MD 471 (1100' Shift to the West)	<input type="checkbox"/> None of the above

Please explain your preference _____
