

Alternatives Maps Presented at Alternatives Public Workshop March 19, 2015

Alternative 1: No-Build

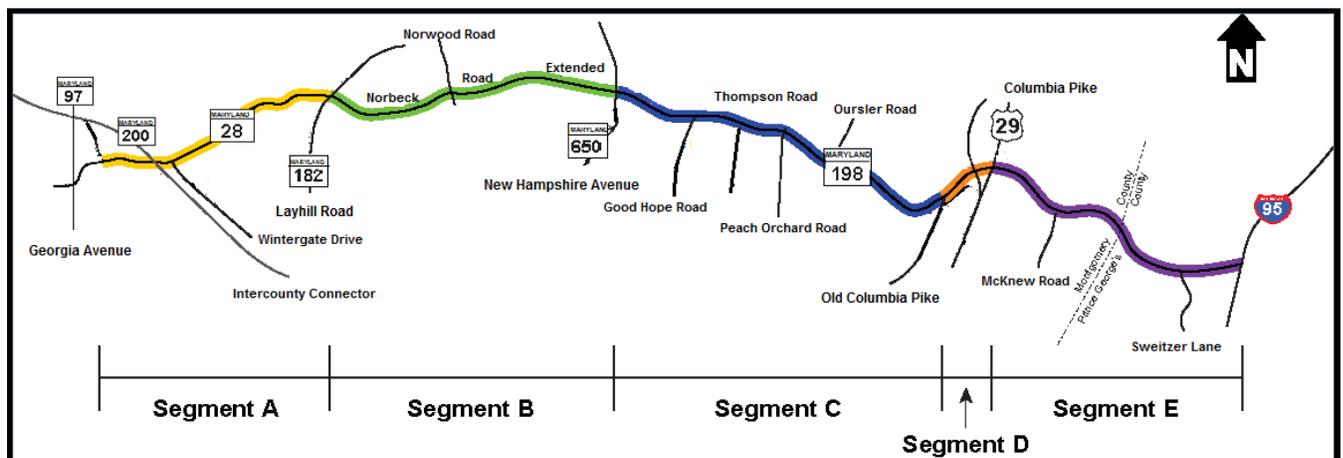
Alternative 2: Transportation Systems Management / Transportation Demand Management (by Corridor Segment)

- Base: Bicycle/Pedestrian Provisions
- Access Management Options
- Intersection Improvement Options

Alternative 3: Typical Section Improvements (by Corridor Segment)

- Base: Bicycle/Pedestrian/Roadway Provisions
- Access Management Options
- Intersection Improvement Options

SEGMENT MAP





March 2015: Alternatives Maps by Segment with Descriptions (Maps Attached)

Alternative 1 No-Build (Map Not Included): The No-Build Alternative includes no significant corridor improvements; maintains existing roadway features; and serves as a base to compare to other Alternatives.

Segment A (MD 97 to MD 182): March 2015 - Alternative 2 Transportation System

Management/Transportation Demand Management (TSM/TDM) Map: The Base Alternative would maintain the existing two-lane roadway, but would provide continuous shoulders in each direction for on-road bicyclists, sidewalks and/or a shared-use path. Options that may be combined with the Base Alternative include up to three access roads, referred to as “Access Management Options”, and/or an Intersection Improvement Option that would provide a roundabout at Wintergate Drive. The Base Alternative could either stand on its own, or be combined with one or more of the Options.

Segment A (MD 97 to MD 182): March 2015 - Alternative 3 (Master Plan) Map: The Base Alternative would widen the road from two lanes to a divided four-lane closed section roadway (with curb and gutter). A median would separate traffic traveling in opposite directions and continuous shoulders and/or a shared-use path would accommodate on-road bicyclists. Sidewalks and/or a shared-use path would accommodate pedestrians. Options that may be combined with the Base Alternative include up to three access roads, referred to as “Access Management Options” and/or an Intersection Improvement Option that would provide a roundabout at Wintergate Drive. The Base Alternative could either stand on its own, or be combined with one or more of the Options.

Segment B (MD 182 to MD 650): March 2015 - Alternative 2 (TSM/TDM) Map: The Base Alternative would maintain the existing roadway, but would widen the existing 8 foot wide shared-used path to 10 feet, along the north side of Norbeck Road. An Intersection Improvement Option would provide additional vehicular capacity on Norwood Road at the intersection with Norbeck Road. The Base Alternative could either stand on its own, or be combined with the Intersection Improvement Option.

Segment B (MD 182 to MD 650): March 2015 - Alternative 3 (Master Plan) Map: The Base Alternative would maintain the existing roadway, but would widen the existing 8 foot wide shared-used path to 10 feet, along the north side of Norbeck Road. An Intersection Improvement Option would provide additional vehicular capacity on Norwood Road at the intersection with Norbeck Road. The Base Alternative could either stand on its own, or be combined with the Intersection Improvement Option.



March 2015: Alternatives Maps by Segment with Descriptions (Continued)

Segment C (MD 650 to Old Columbia Pike): March 2015 - Alternative 2 (TSM/TDM) Map:

The Base Alternative would maintain the existing two-lane roadway, but would provide a continuous shoulder in each direction to accommodate on-road bicyclists, a shared-use path on south side, and a slight alignment shift in certain locations to reduce curvature and improve safety. Two Access Management Options are being considered; one would provide a continuous two-way center left-turn lane along MD 198, the other would provide a six foot wide median along MD 198. Intersection Improvement Options include potential roundabouts at Good Hope Road, Thompson Road and/or Peach Orchard Road; and additional turn lanes at the MD 198 intersection with MD 650. The Base Alternative could either stand on its own, or be combined with one or more of the Options.

Segment C (MD 650 to Old Columbia Pike): March 2015 - Alternative 3 (Master Plan) Map: The Base Alternative would widen the road from two lanes to a four-lane divided roadway with continuous shoulders in each direction to accommodate on-road bicyclists. A shared-use path would be provided along the south side of MD 198, and the alignment would be shifted slightly in certain locations to reduce curvature and improve safety. Two Access Management Options are being considered; one would provide a continuous two-way center left-turn lane along MD 198, the other would provide a six-foot wide median along MD 198. Intersection Improvement Options include potential roundabouts at Good Hope Road, Thompson Road, and/or Peach Orchard Road; and additional turn lanes at the MD 198 intersection with MD 650. The Base Alternative either could stand on its own, or be combined with one or more of the Options.

Segment D (Old Columbia Pike to US 29): March 2015 - Alternative 2 (TSM/TDM) Map: The Base Alternative would maintain the existing four-lane roadway, but would provide a continuous shoulder in each direction to accommodate on-road bicyclists, sidewalks along the north side of MD 198 and a shared-use path along the south side of MD 198. An Intersection Improvement Option would provide additional turning lanes at the MD 198 intersection with Old Columbia Pike. The Base Alternative either could stand on its own, or be combined with the Intersection Improvement Option.

Segment D (Old Columbia Pike to US 29): March 2015 - Alternative 3 (Master Plan) Map: The Base Alternative would provide a five-lane roadway, with two travel lanes in each direction and a continuous center two-way left turn lane. Wide outside lanes would be provided for on-road bicyclists. A sidewalk would be provided along the north side of MD 198 and a shared-use path would be provided along the south side of MD 198. An Access Management Option would provide a four-lane roadway with an 18 foot wide median, while accommodating on-road bicyclists. An Intersection Improvement Option would provide additional turning lanes at the MD 198 intersection with Old Columbia Pike. The Base Alternative either could stand on its own, or be combined with one or more of the Options.



March 2015: Alternatives Maps by Segment with Descriptions (Continued)

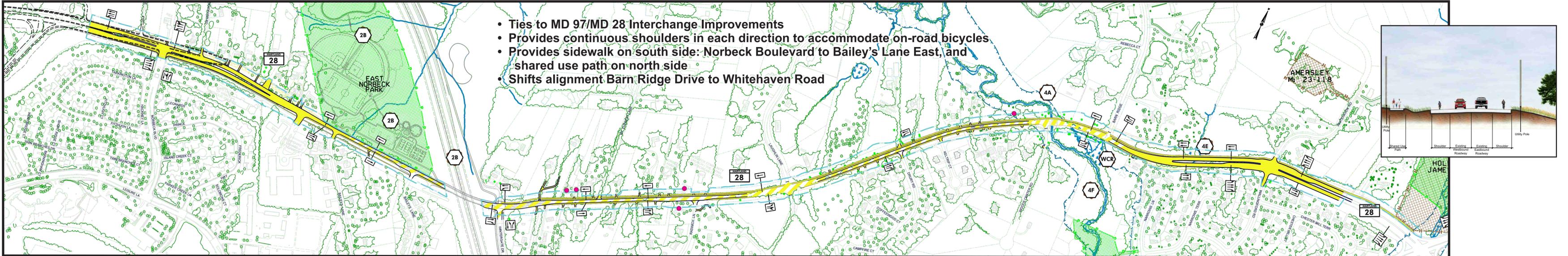
Segment E (US 29 to I-95): March 2015: Alternative 2 (TSM/TDM) Map: The Base Alternative would maintain the existing roadway, but would provide a shared-use path along the south side of MD 198. An Intersection improvement Option would provide additional turning lanes at the McKnew Road intersection with MD 198. The Base Alternative either could stand on its own, or be combined with the Intersection Improvement Option.

Segment E (US 29 to I-95): March 2015: Alternative 3 (Master Plan) Map: The Base Alternative would maintain the existing roadway, but would provide a shared-use path along the south side of MD 198. An Intersection improvement Option would provide additional turning lanes at the McKnew Road intersection with MD 198. The Base Alternative either could stand on its own, or be combined with the Intersection Improvement Option.

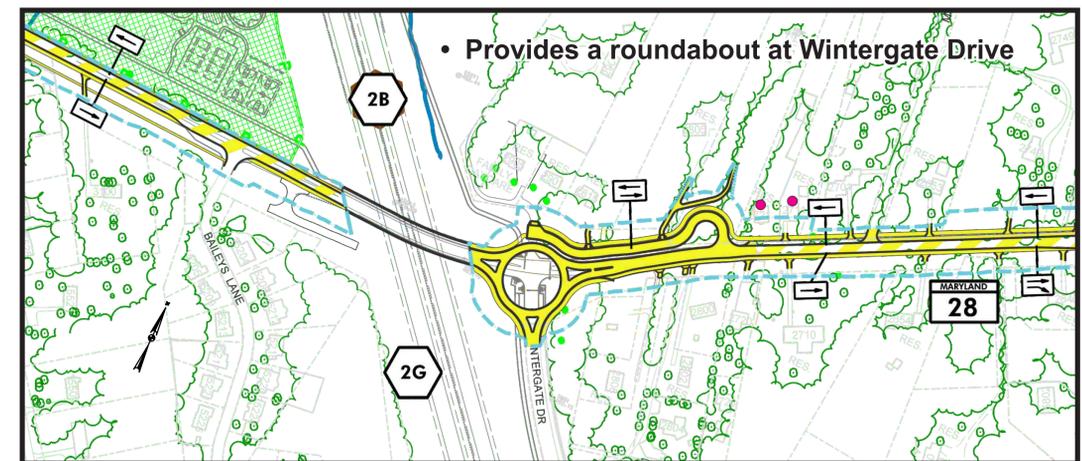
MAPS FOLLOW ON ACCOMPANY PAGES

PRELIMINARY ALTERNATIVE 2 - TSM/TDM

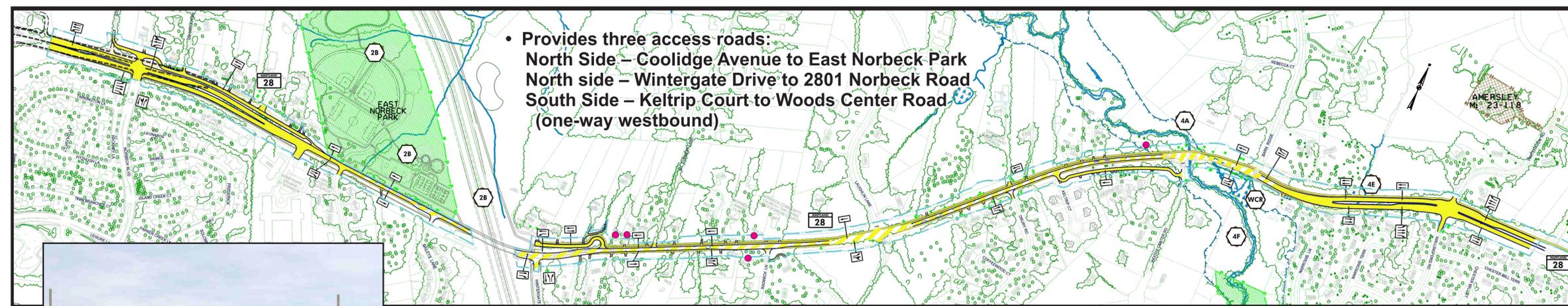
SEGMENT A: MD 97 TO MD 182



Base Alternative: Bicycle / Pedestrian Provisions



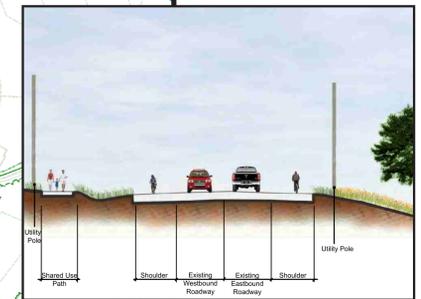
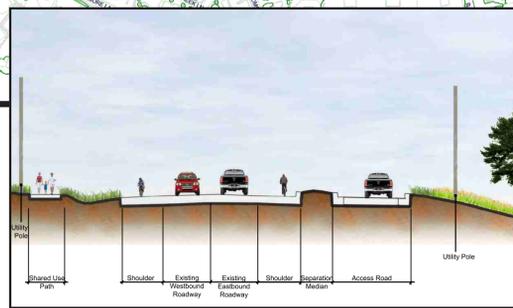
Intersection Improvement Option



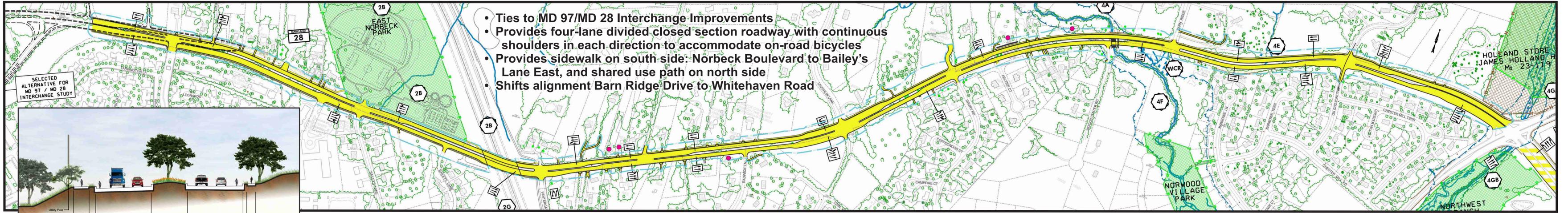
Access Management Option

LEGEND

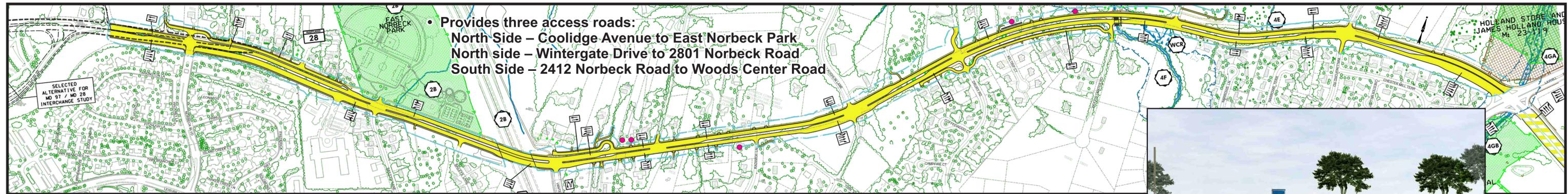
	PROPOSED ROADWAY IMPROVEMENTS		WOODLANDS
	PROPOSED ROADWAY RESURFACING		SPECIMEN TREES
	WETLAND		PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	WETLAND LABEL		PARKLAND BOUNDARY
	100-YR. FLOODPLAIN		HISTORIC BOUNDARY
	STREAM		PROPERTY LINE
	WATERS OF THE U.S.		POTENTIAL DISPLACEMENT
	POTENTIAL LIMIT OF DISTURBANCE		



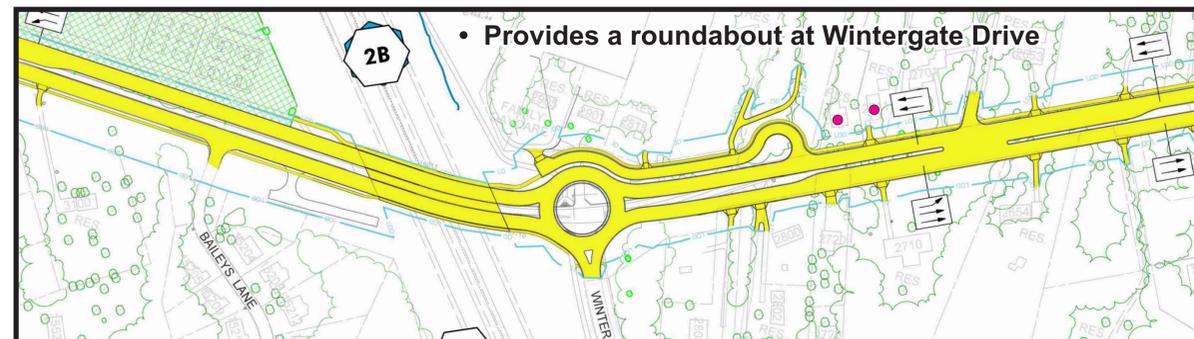
SEGMENT A: MD 97 TO MD 182



Base Alternative: Bicycle / Pedestrian / Roadway Provisions

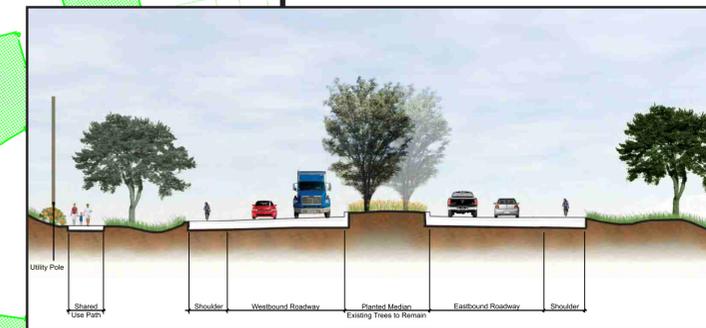
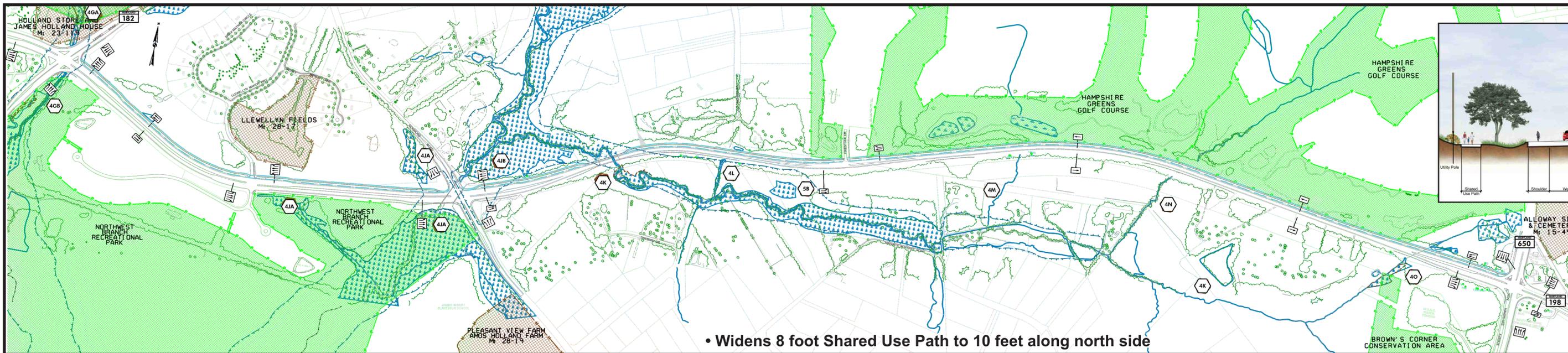


Access Management Options



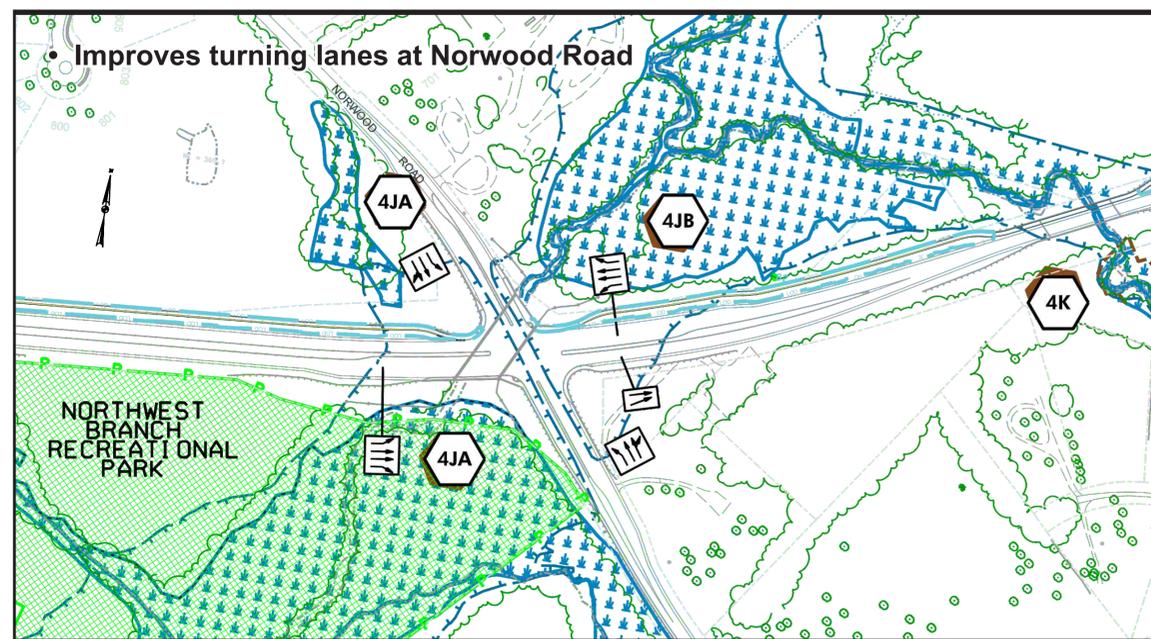
Intersection Improvement Option

LEGEND			
	PROPOSED ROADWAY IMPROVEMENTS		WOODLANDS
	PROPOSED ROADWAY RESURFACING		SPECIMEN TREES
	WETLAND		PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	WETLAND LABEL		PARKLAND BOUNDARY
	100-YR. FLOODPLAIN		HISTORIC BOUNDARY
	STREAM		PROPERTY LINE
	WATERS OF THE U.S.		POTENTIAL DISPLACEMENT
	POTENTIAL LIMIT OF DISTURBANCE		



• Widens 8 foot Shared Use Path to 10 feet along north side

Base Alternative: Bicycle / Pedestrian Provisions



• Improves turning lanes at Norwood Road

Intersection Improvement Option

LEGEND

- PROPOSED ROADWAY IMPROVEMENTS
- PROPOSED ROADWAY RESURFACING
- WETLAND
- WETLAND LABEL
- 100-YR. FLOODPLAIN
- STREAM
- WATERS OF THE U.S.
- WOODLANDS
- SPECIMEN TREES
- PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
- PARKLAND BOUNDARY
- HISTORIC BOUNDARY
- PROPERTY LINE
- POTENTIAL LIMIT OF DISTURBANCE
- POTENTIAL DISPLACEMENT

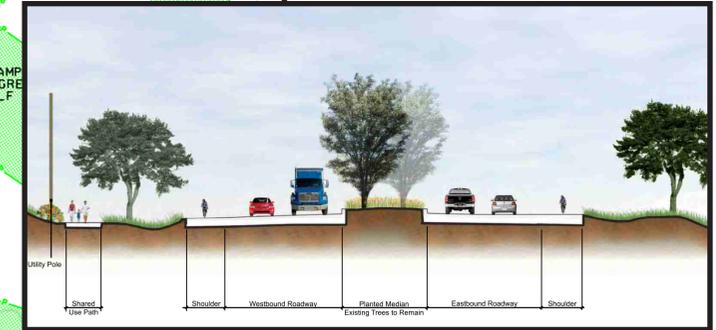
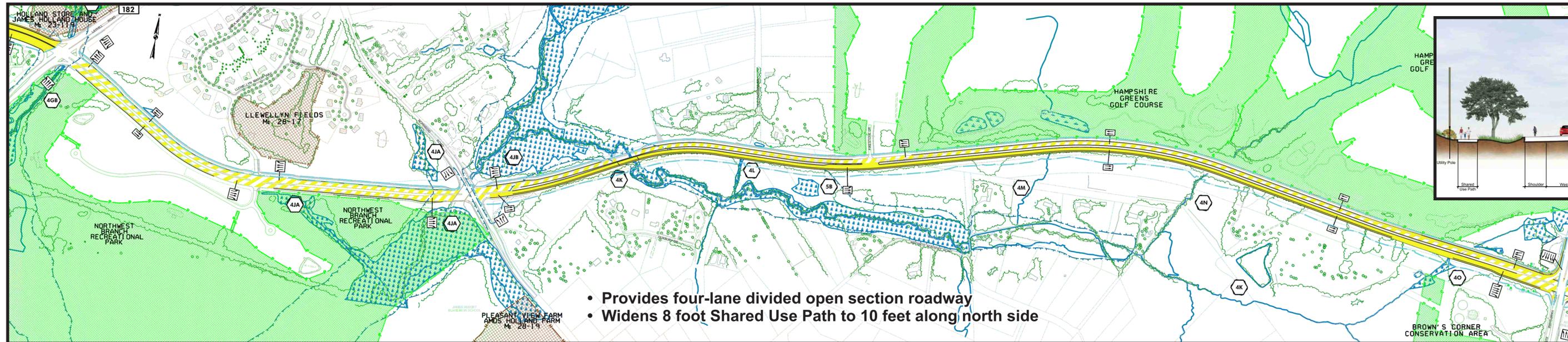
MD 28 / MD 198 CORRIDOR IMPROVEMENTS

SHA MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

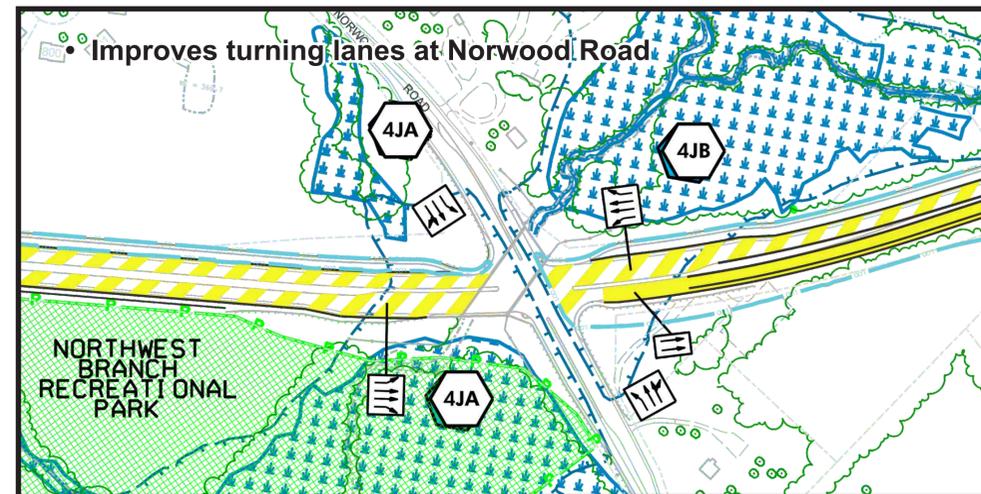
NOT TO SCALE

MARCH 2015

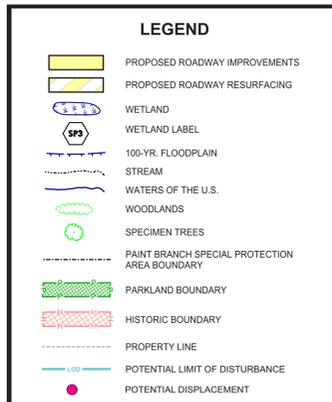
PRELIMINARY ALTERNATIVE 3 - TYPICAL SECTION IMPROVEMENTS SEGMENT B: MD 182 TO MD 650



Base Alternative: Bicycle / Pedestrian / Roadway Provisions

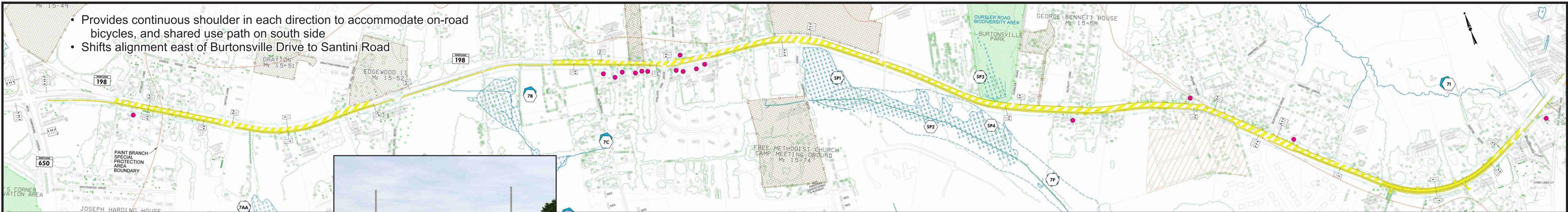


Intersection Improvement Option

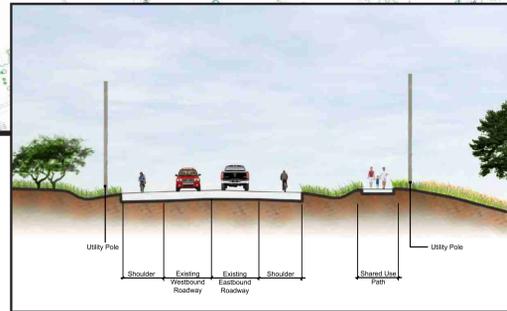


PRELIMINARY ALTERNATIVE 2 - TSM/TDM

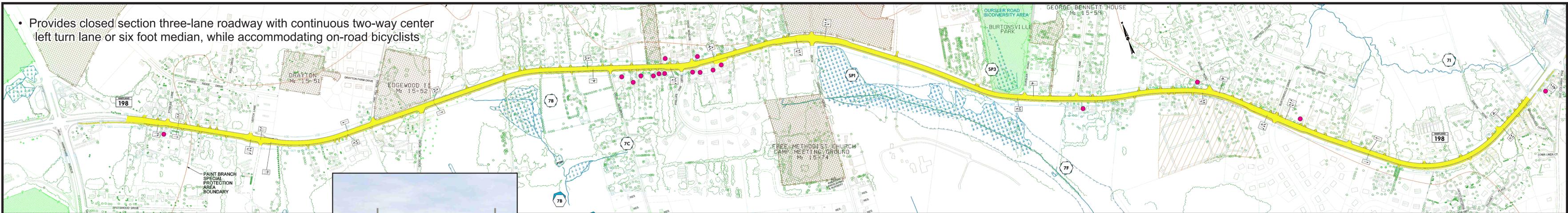
SEGMENT C: MD 650 TO OLD COLUMBIA PIKE



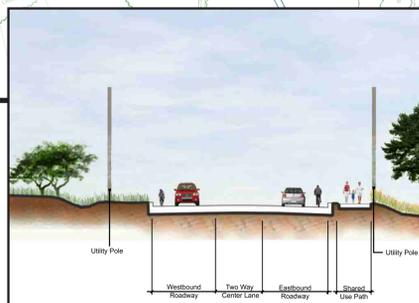
- Provides continuous shoulder in each direction to accommodate on-road bicycles, and shared use path on south side
- Shifts alignment east of Burtonsville Drive to Santini Road



Base Alternative: Bicycle / Pedestrian Provisions



- Provides closed section three-lane roadway with continuous two-way center left turn lane or six foot median, while accommodating on-road bicyclists

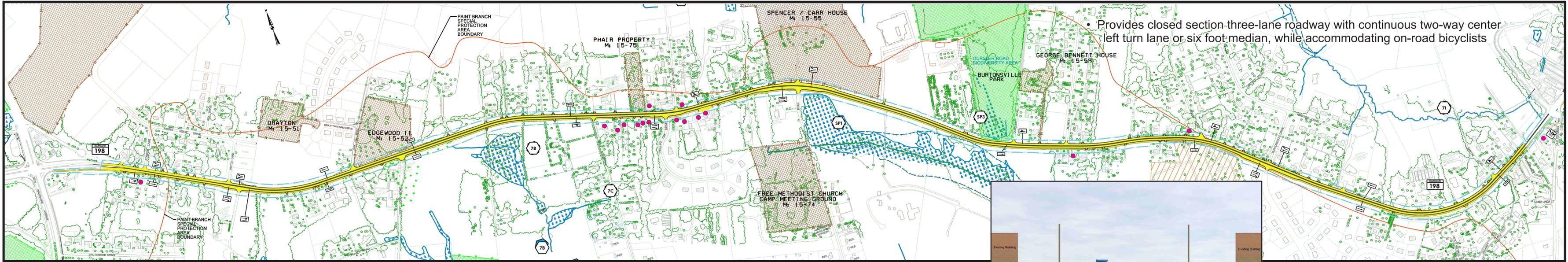


Access Management Option (Two-Way Center Turn Lane)

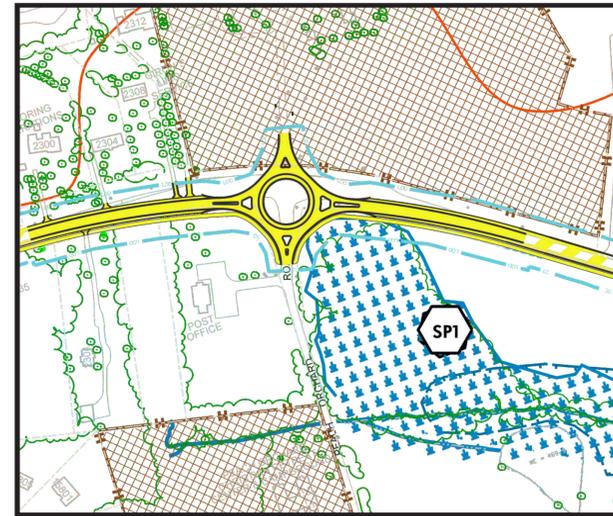
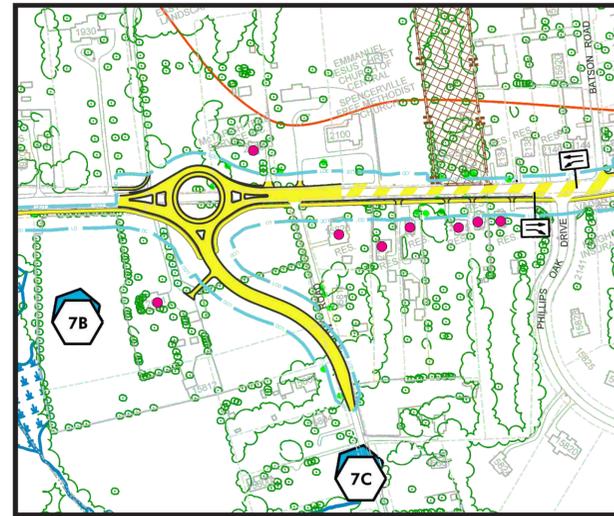
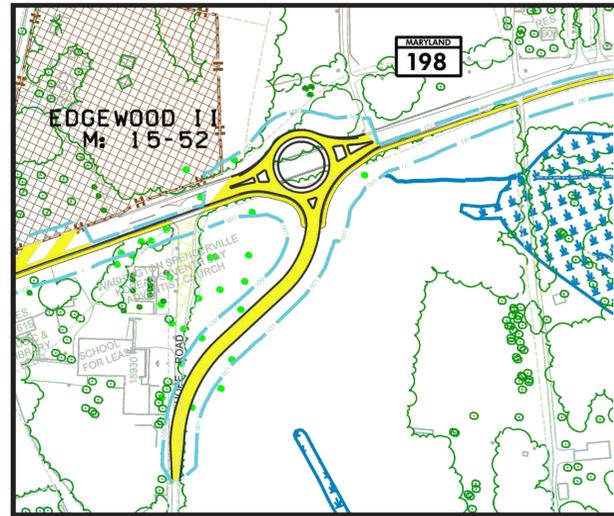
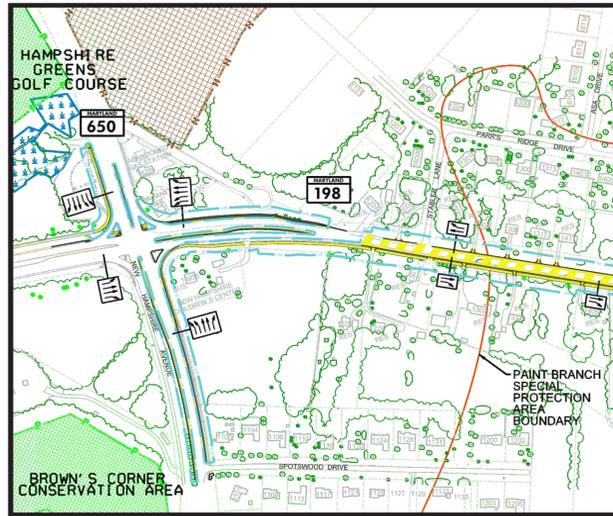
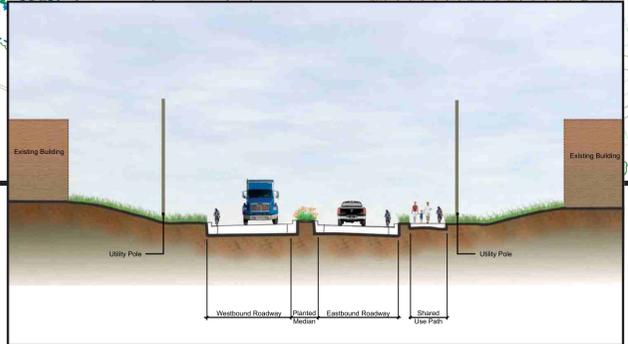
LEGEND			
	PROPOSED ROADWAY IMPROVEMENTS		WOODLANDS
	PROPOSED ROADWAY RESURFACING		SPECIMEN TREES
	WETLAND		PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	WETLAND LABEL		PARKLAND BOUNDARY
	100-YR. FLOODPLAIN		HISTORIC BOUNDARY
	STREAM		PROPERTY LINE
	WATERS OF THE U.S.		CEMETERY
	POTENTIAL LIMIT OF DISTURBANCE		
	POTENTIAL DISPLACEMENT		

PRELIMINARY ALTERNATIVE 2 - TSM/TDM

SEGMENT C: MD 650 TO OLD COLUMBIA PIKE (CONT.)



Access Management Option (Six Foot Median)



- Improves turning lanes at MD 650
- Provides roundabout at
 - Good Hope Road
 - Thompson Road
 - Peach Orchard Road

LEGEND	
	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT

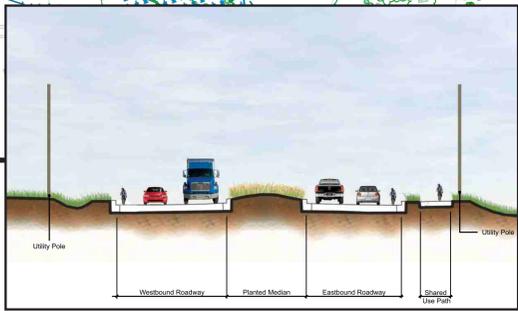
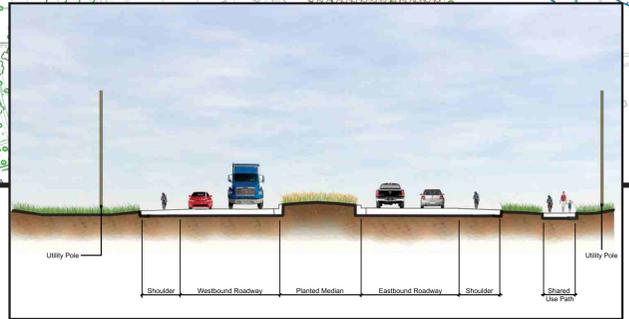
Intersection Improvement Option

PRELIMINARY ALTERNATIVE 3 - TYPICAL SECTION IMPROVEMENTS

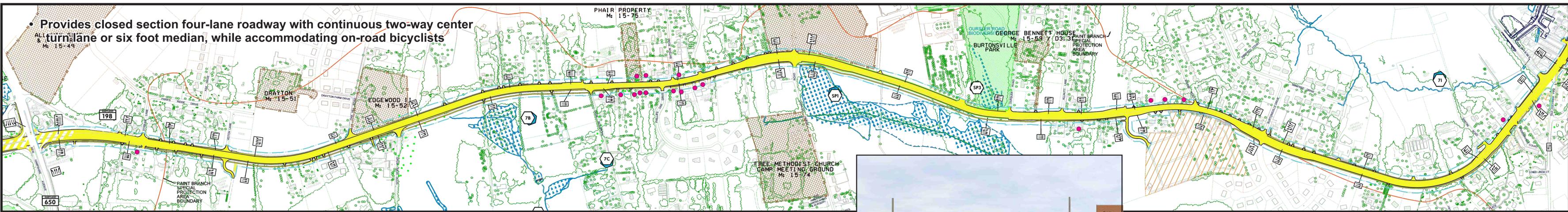
SEGMENT C: MD 650 TO OLD COLUMBIA PIKE



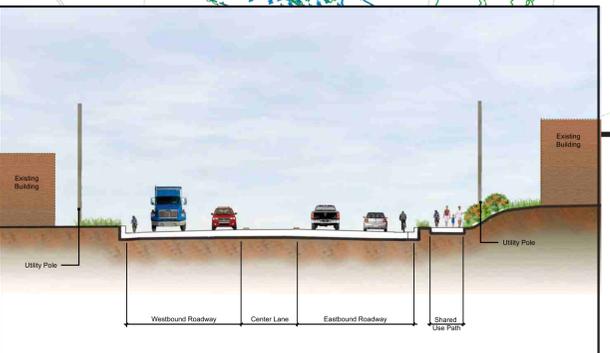
- Provides combination of four-lane divided open section and closed section roadway with continuous shoulder in each direction to accommodate on-road bicycles
- Provides shared use path along south side
- Shifts alignment east of Burtonsville Drive to Santini Road



Base Alternative: Bicycle / Pedestrian / Roadway Provisions



- Provides closed section four-lane roadway with continuous two-way center turn lane or six foot median, while accommodating on-road bicyclists



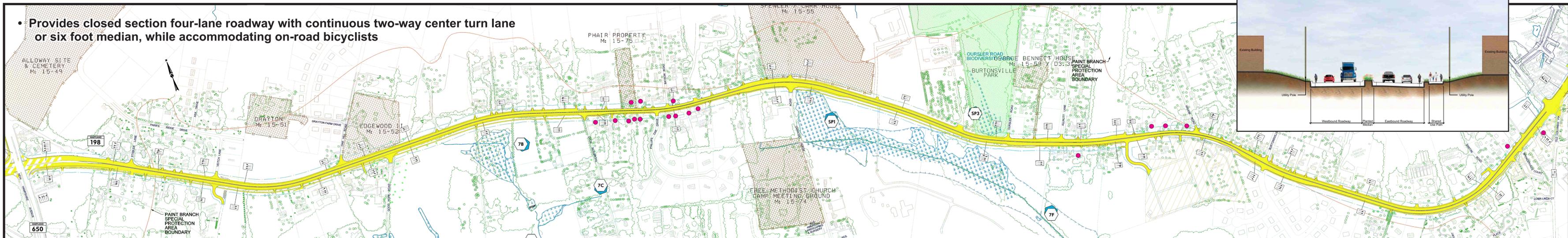
Access Management Option (Two-Way Center Turn Lane)

LEGEND	
	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	CEMETERY

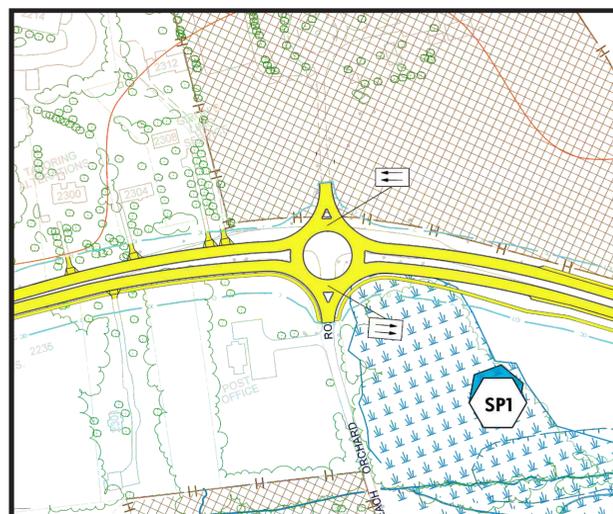
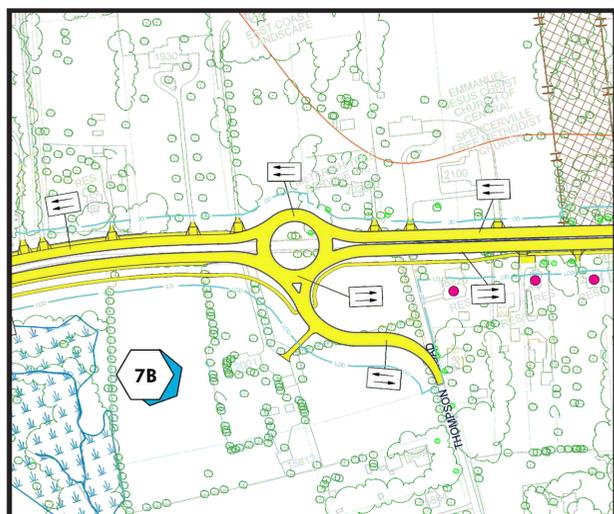
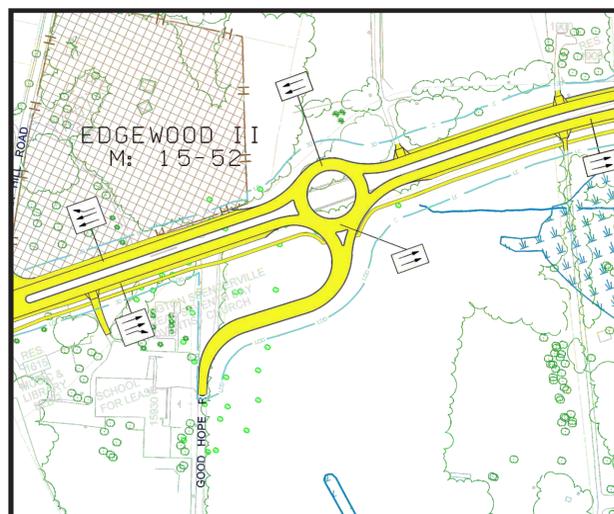
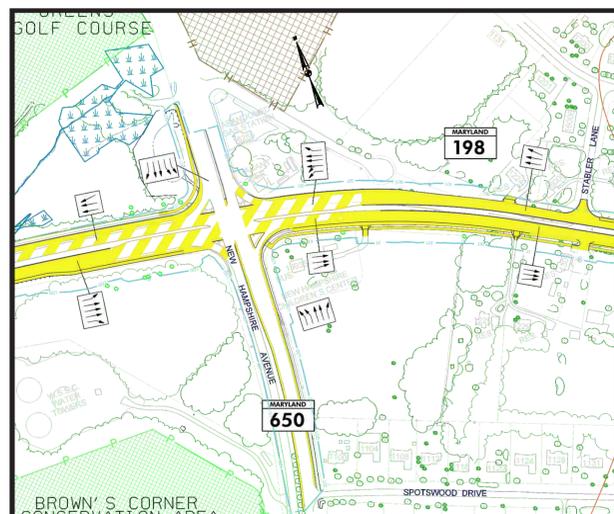
PRELIMINARY ALTERNATIVE 3 - TYPICAL SECTION IMPROVEMENTS

SEGMENT C: MD 650 TO OLD COLUMBIA PIKE (CONT.)

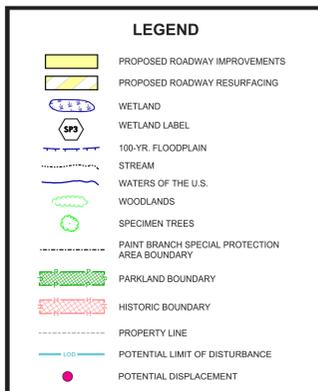
- Provides closed section four-lane roadway with continuous two-way center turn lane or six foot median, while accommodating on-road bicyclists



Access Management Option (Six Foot Median)



- Improves turning lanes at MD 650
- Provides roundabout at
 - Good Hope Road
 - Thompson Road
 - Peach Orchard Road



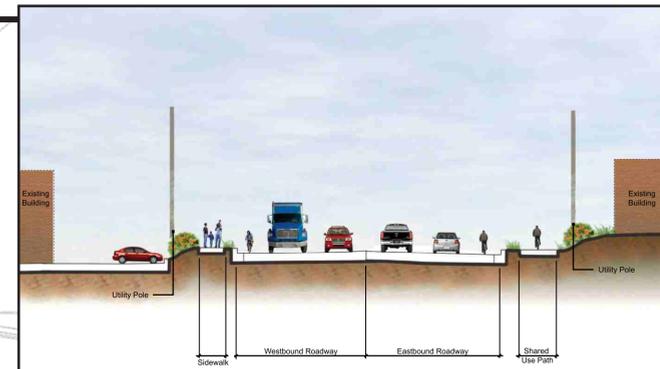
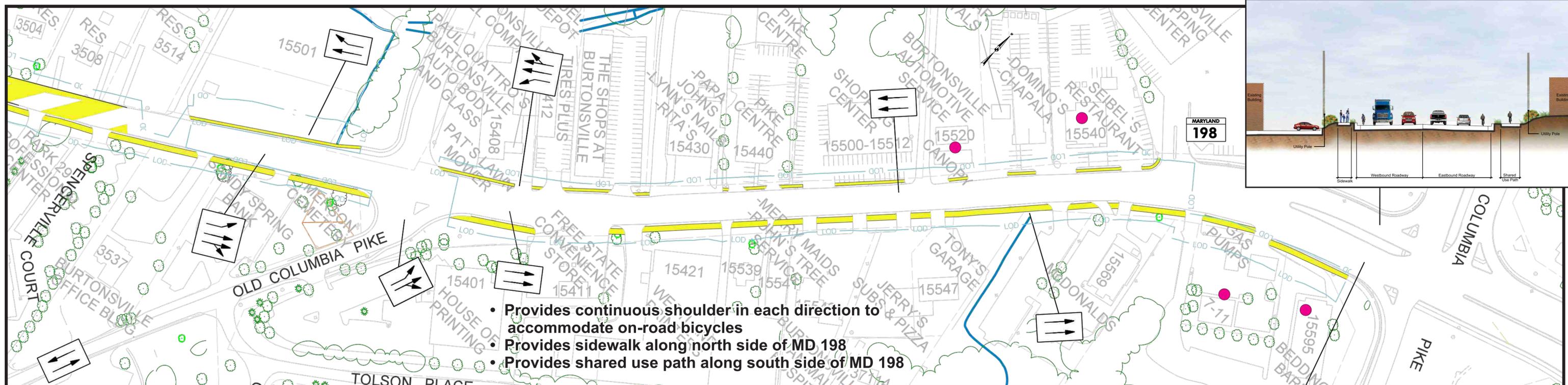
Intersection Improvement Option

PRELIMINARY ALTERNATIVE 2 - TSM/TDM

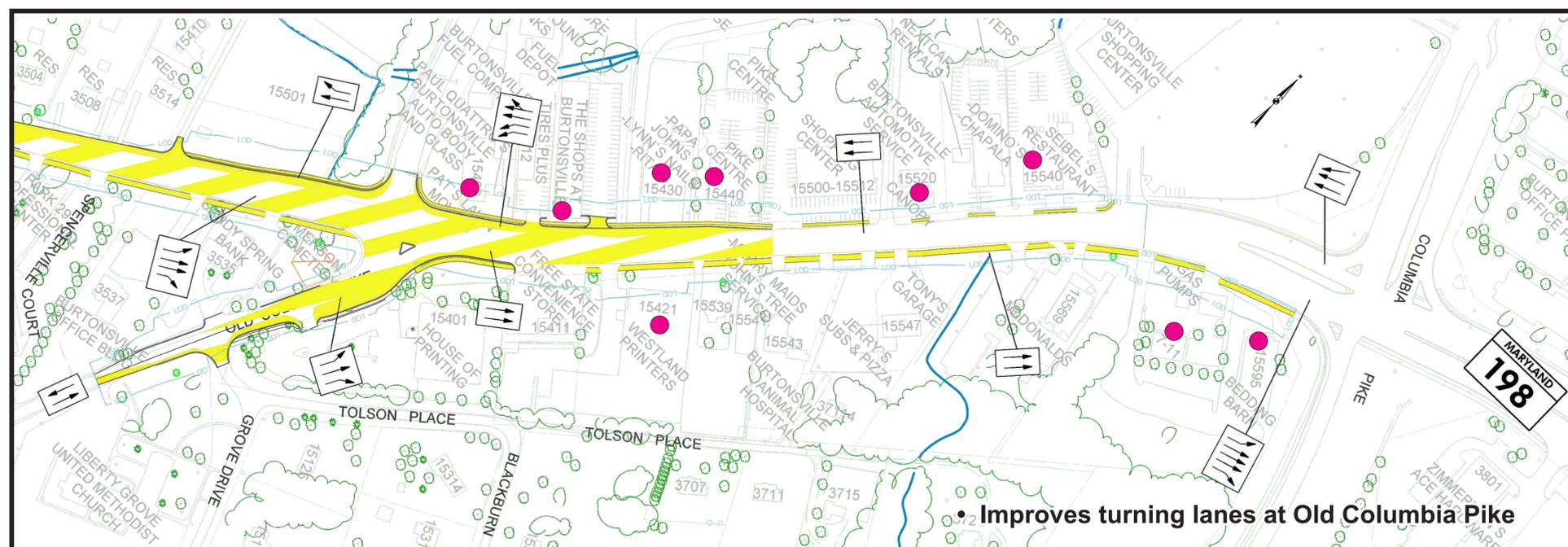
SEGMENT D: OLD COLUMBIA PIKE TO US 29

MARYLAND
28

MARYLAND
198



Base Alternative: Bicycle / Pedestrian Provisions



LEGEND	
	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	CEMETERY
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT

Intersection Improvement Option

MD 28 / MD 198 CORRIDOR IMPROVEMENTS

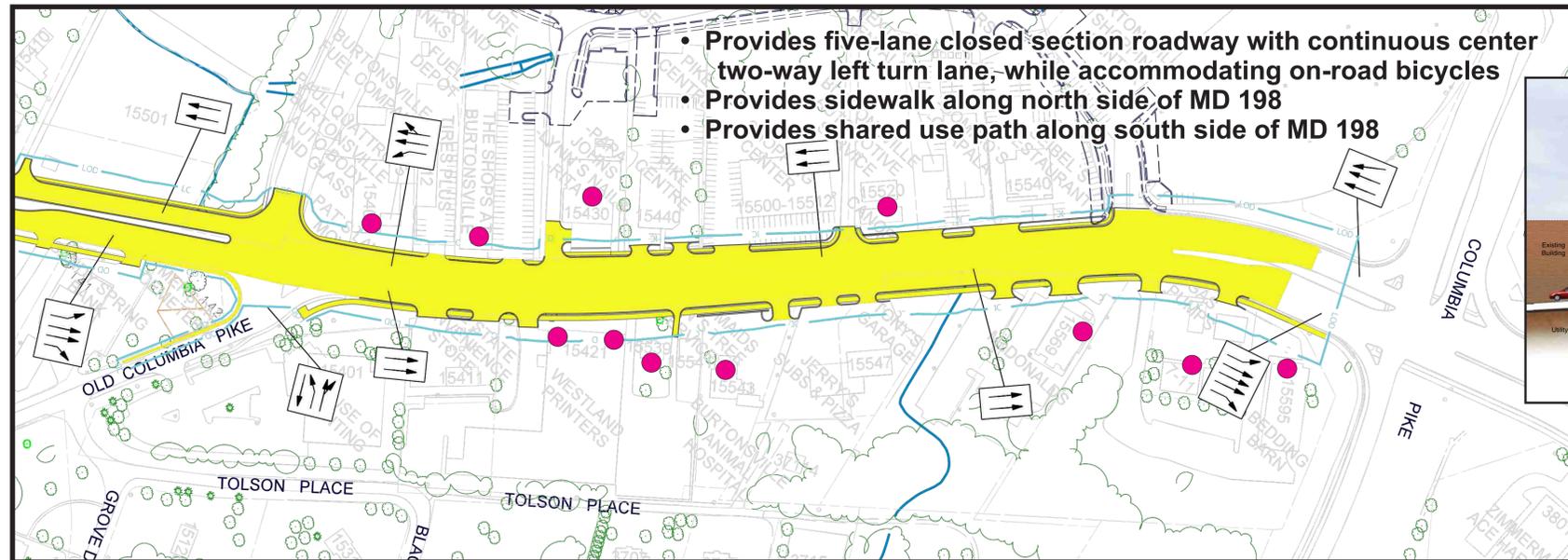


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

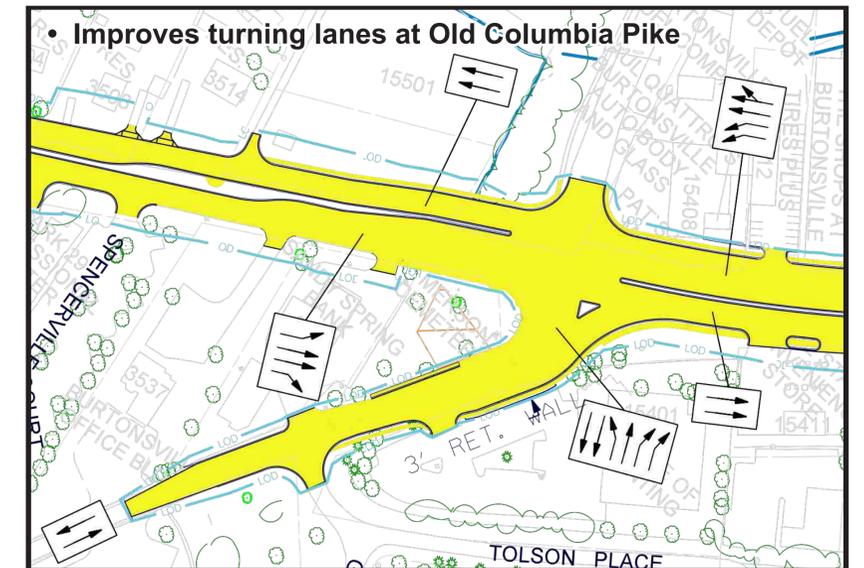
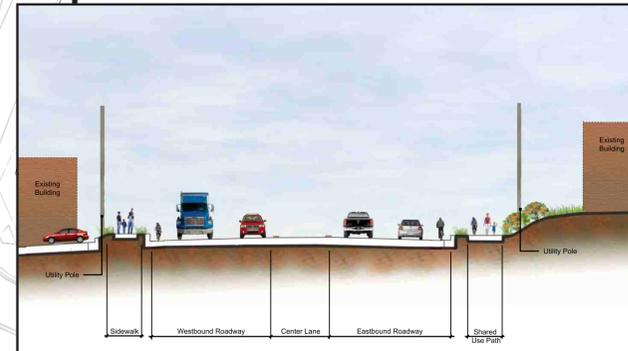
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MARCH 2015

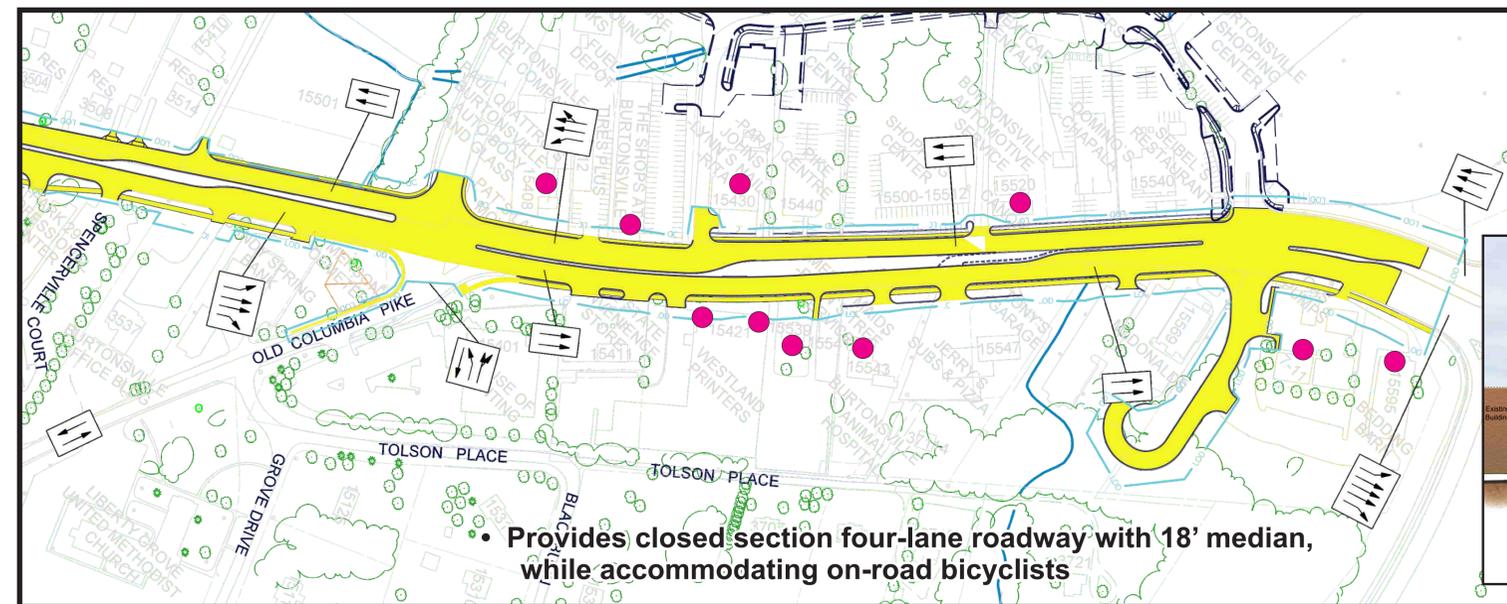
PRELIMINARY ALTERNATIVE 3 - TYPICAL SECTION IMPROVEMENTS SEGMENT D: OLD COLUMBIA PIKE TO US 29



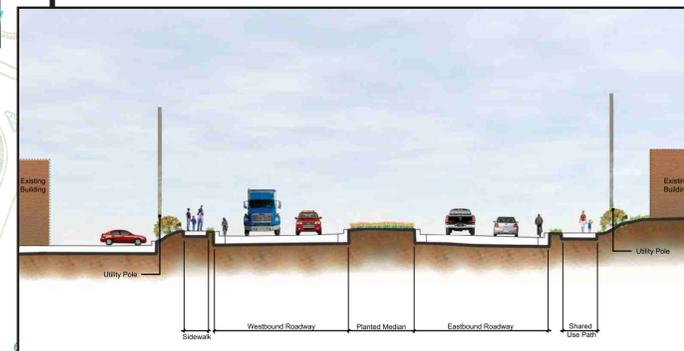
Base Alternative: Bicycle / Pedestrian / Roadway Provisions



Intersection Improvement Option



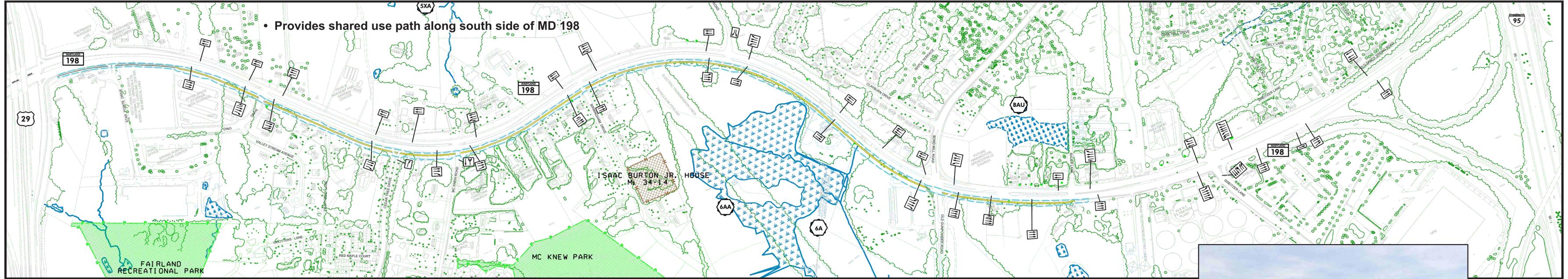
Access Management Option (18' Median)



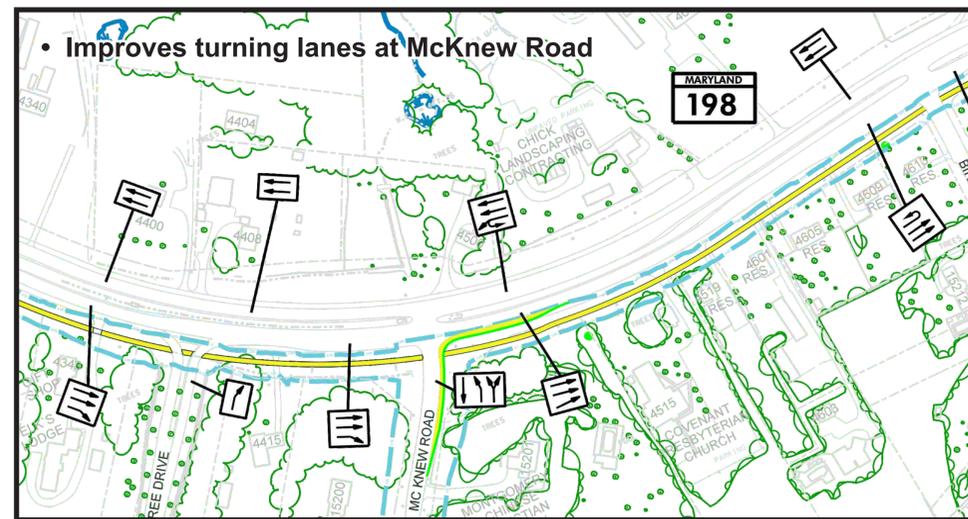
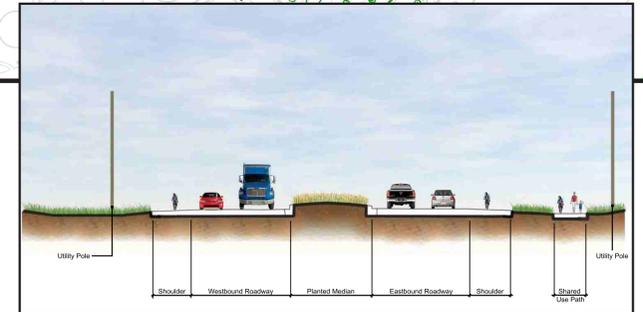
LEGEND	
	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	CEMETERY
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT

PRELIMINARY ALTERNATIVE 2 - TSM/TDM

SEGMENT E: US 29 TO I-95



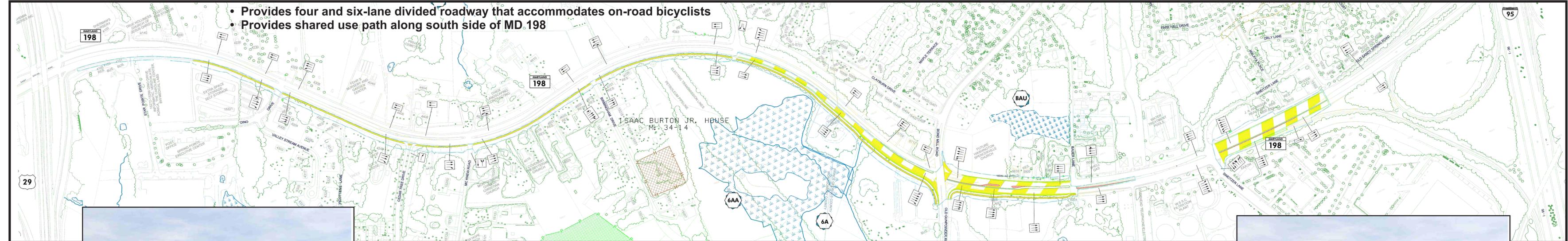
Base Alternative: Bicycle / Pedestrian Provisions



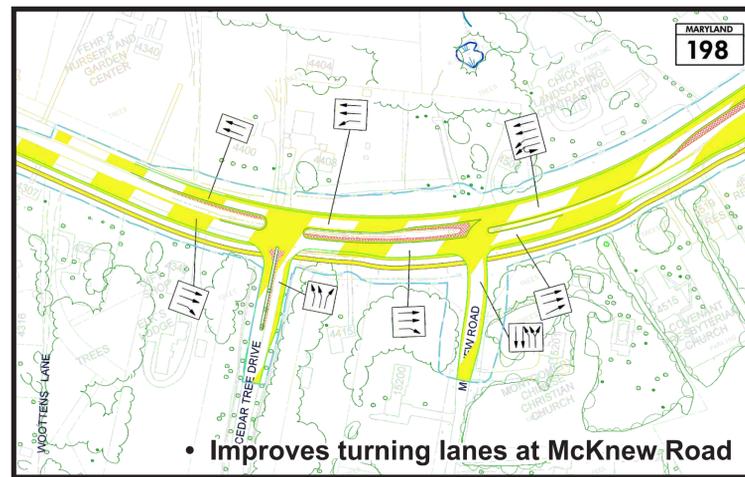
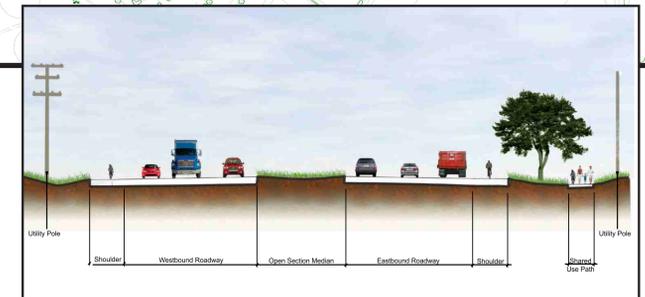
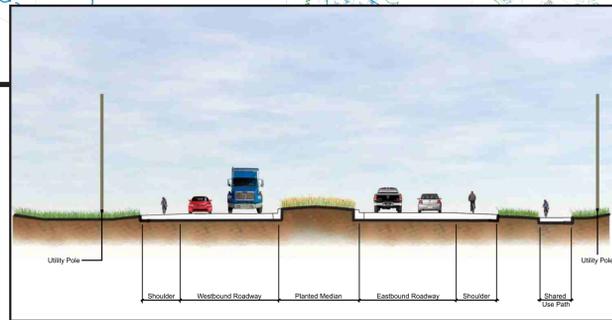
Intersection Improvement Options

LEGEND	
	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT

SEGMENT E: US 29 TO I-95



Base Alternative: Bicycle / Pedestrian / Roadway Provisions



Intersection Improvement Option

LEGEND

	PROPOSED ROADWAY IMPROVEMENTS
	PROPOSED ROADWAY RESURFACING
	WETLAND
	WETLAND LABEL
	100-YR. FLOODPLAIN
	STREAM
	WATERS OF THE U.S.
	WOODLANDS
	SPECIMEN TREES
	PAINT BRANCH SPECIAL PROTECTION AREA BOUNDARY
	PARKLAND BOUNDARY
	HISTORIC BOUNDARY
	PROPERTY LINE
	POTENTIAL LIMIT OF DISTURBANCE
	POTENTIAL DISPLACEMENT