

Libertytown Public Information Meeting

Purpose and Need

The purpose of this project is to enhance safety and improve pedestrian access. This will be addressed through the introduction of traffic calming elements, minor sidewalk and ramp improvements, pedestrian signals at the intersection of MD 26 and MD 75, and resurfacing and rehabilitation of the roadway.

Background

The Maryland Department of Transportation State Highway Administration (SHA) met with the Libertytown Focus Group (LFG) on January 16, 2014 following a Libertytown Town Hall meeting on September 5, 2013 to discuss traffic and safety related concerns and to begin to identify potential solutions. Several of the elements evaluated in the concept study were identified by the LFG as concerns. As the project moved forward into final design, it was determined that the proposed traffic calming would consist of constructing medians at each end of town as this would help draw drivers' attention to the lower speeds and community environment and would maintain a portion of the shoulder for bicycle compatibility.

Project Improvements

West End of Libertytown

- Raised Median
 - 4 foot concrete median with 10 foot travel lanes
 - Bicycle compatible shoulder is maintained
 - Traffic barrier will be upgraded to meet current design standards

East End of Libertytown

- Raised Median
 - 11 foot concrete median with 10 foot travel lanes
 - Bicycle compatible shoulder is maintained
 - Pedestrian crossing will be provided across MD 26 at Libertytown Park

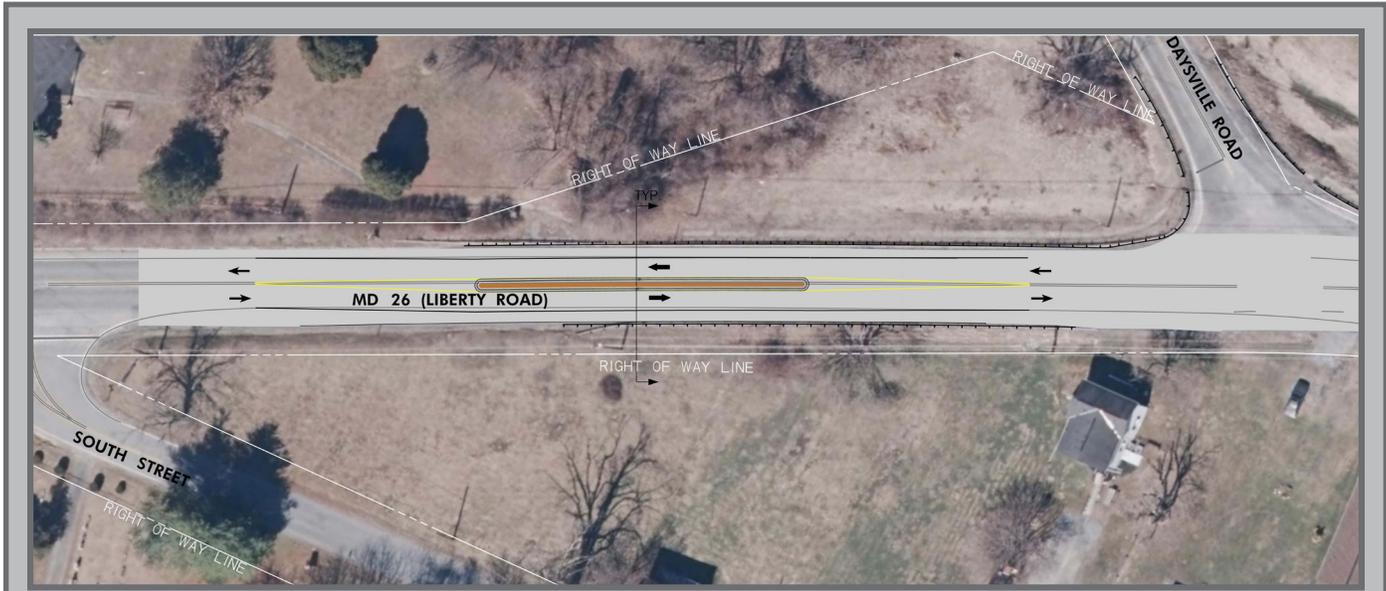
MD 26 at MD 75 Intersection

- Americans with Disabilities Act (ADA) compliant sidewalk ramps and pedestrian signals will be constructed to provide controlled pedestrian crossings across the east, north, and west legs of the intersection

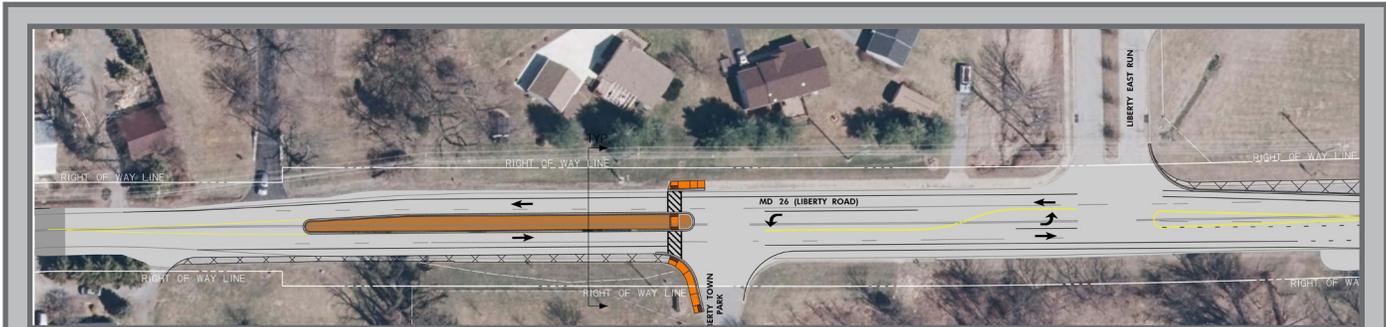
Horizontal Curve Cross Slope Correction

- History of crashes where vehicles have mishandled the curve and caused property damage to houses adjacent to the curve
- The existing horizontal curve along westbound MD 26 located between the intersection of MD 75 and MD 26 has a cross slope that does not meet requirements for the design speed
- Increasing the cross slope will allow a motorist to maintain better control of their vehicle as they travel through the curve

MD 26 (Liberty Road) from West South Street to MD 31



Traffic Calming - Concrete Median at West South Street



Traffic Calming and Pedestrian Access at MD 31