



# MD 180/MD 351 Project Planning Study from Greenfield Drive to Corporate Drive



PROJECT NEWSLETTER • SPRING 2008

## Work Continues on Future Improvements to MD 180/MD 351

The project team is carrying forward three alternatives and three options into detailed study, with the ultimate goal of improving travel and safety along the MD 180/MD 351 corridor. Persons who attended the Fall 2007 Alternates Public Workshop at Ballenger Creek Middle School provided useful input on all of these potential improvements. The detailed engineering now underway will also take into account new data being developed, including updated traffic projections and new environmental analyses. As the study evolves, the team expects to make additional changes to the alternatives, which should be completed this fall. The project team anticipates holding a public hearing to solicit comments on the project in the Fall 2008.

### Overview of Alternatives

**Alternative 1:** No-Build – Includes minor improvements as part of routine maintenance and safety operations.

**Alternative 2:** Transportation System Management – Addresses capacity concerns at intersections throughout the study area. In addition to the No-Build improvements, Alternative 2 also includes geometric and signal-timing improvements at key intersections and sections of MD 180/MD 351.

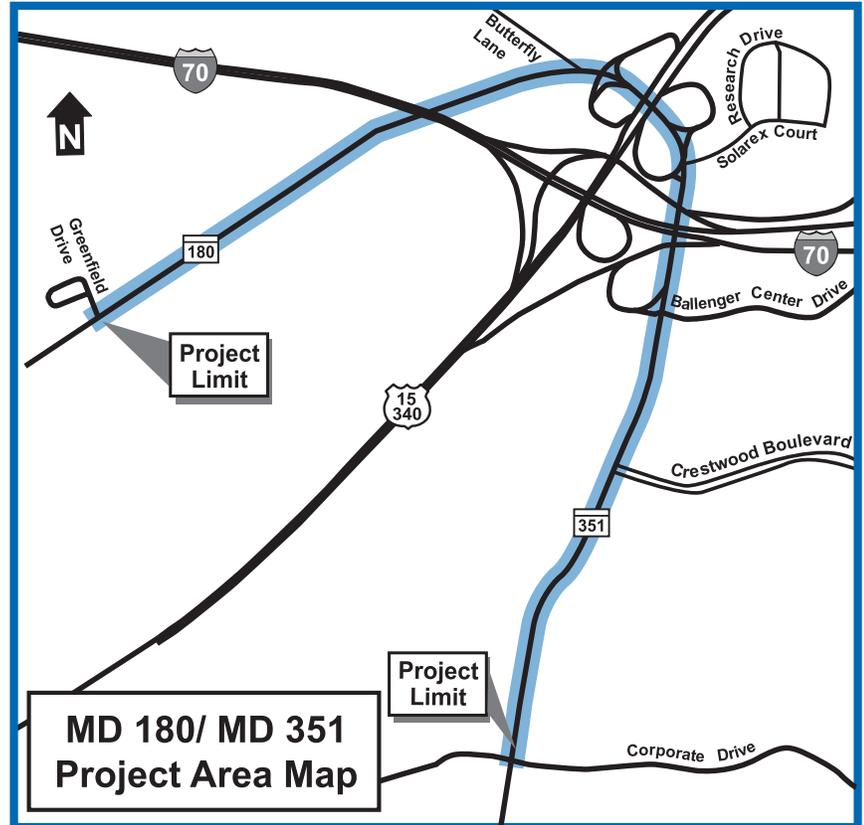
**Alternative 3:** Four-Lane Divided – Improves the roadway capacity throughout the study area and includes the widening of MD 180/MD 351 to a four-lane divided roadway with two through lanes in each direction and a 20-foot-wide median. Alternative 3 also includes additional turning lanes at intersections and median openings, bicycle-compatible outside lanes within the study area, and sidewalks along both sides of the roadway except along the south side between the I-70 on-ramp and the US 15/US 340 off-ramp.

**MD 351 Five-Lane-Section Option** – This option involves widening MD 351 from Crestwood Boulevard to Corporate Drive to a five-lane roadway with two through lanes in both directions and a 13-foot-wide center turn lane.

**US 15/US 340 Interchange Option A** – The four-lane divided roadway would be widened with two additional southbound auxiliary lanes and one northbound auxiliary lane between Himes Avenue and the northbound US 15/US 340 off-ramp. The three loop ramps at this interchange would also be widened to allow US 15/US 340 traffic to enter or exit the study corridor. An auxiliary lane would be provided along northbound US 15/US 340 under this interchange and would tie into the I-70 exit ramp. The auxiliary lane along the collector-distributor road receiving traffic from the southbound US 15/US 340 on-ramp would be carried through the interchange.

**US 15/US 340 Interchange Option B** – This option combines Alternative 3 and US 15/US 340 Interchange Option A with the removal of the two loop ramps and the construction of new ramps to form a half-diamond interchange on the northbound side of US 15/US 340.

*Any of the above Options could be combined with Alternative 2 or 3.*



## Public Hearing

Detailed engineering and environmental studies (natural, cultural, socio-economic, and air/noise) are being completed for the alternatives and options.

The results will be summarized for presentation at the Location/Design Public Hearing scheduled for Fall 2008. Details for the hearing will be mailed to persons on the project mailing list, advertised in local newspapers, and made available on our web site.

## Next Steps

- Conduct Location/Design Public Hearing ([Fall 2008](#))
- Identify SHA Preferred Alternative and Conceptual Mitigation ([Spring 2009](#))
- Complete environmental documentation and receive Location/Design Approvals if a build alternative is selected ([Fall/Winter 2009](#))

## Thank You

The study team again thanks you for your interest and participation in the MD 180/MD 351 Project Planning Study.

Information on this and other SHA projects can be obtained at our web site: [www.marylandroads.com](http://www.marylandroads.com)

## Project Planning Team

We want to hear from you! SHA is committed to keeping the public involved during this study and appreciates your questions and comments. We are also available to meet with any citizen groups, community organizations, or homeowner associations to discuss the project. If you know someone who would like to be added to the project mailing list, or if you do not wish to receive periodic project-related mailings, please contact:

**Mr. Michael A. Perrotta, Project Manager**  
**Project Planning Division**  
**Maryland State Highway Administration**  
**707 N. Calvert Street**  
**Mail Stop C-301**  
**Baltimore, MD 21202-0717**  
**Telephone: (410) 545-8511**  
**Toll-free within Maryland: 1-800-548-5026**  
**Email: [mperrotta@sha.state.md.us](mailto:mperrotta@sha.state.md.us)**

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