

## PURPOSE OF WORKSHOP

The purpose of the workshop is to acquaint interested persons with the project planning study, to present the findings of the conceptual engineering, preliminary environmental and socioeconomic studies, and to provide an opportunity for public participation in the overall planning process.

A slide/tape program will begin at 5:00 p.m. and will play continuously during the workshop. Maps and aerial photos illustrating the proposed improvements will also be on display for public review. Representatives of the State Highway Administration will be available to answer your questions concerning this study.

The public is encouraged to participate at the workshop as public participation is an integral part of the planning process. These studies are preliminary and appropriate changes can be made after we receive and evaluate your comments. Comment cards will be available at the receptionist's table.

This brochure is intended to highlight key information. Brief descriptions of the alternates and options are presented, as well as a location map and proposed typical sections of the alternates.

## PURPOSE OF THE STUDY

The purpose of this study is to investigate alternates that would improve safety and traffic operations along the MD 32 corridor, with a minimum impact to local residents, businesses and the environment.

## PROGRAM STATUS

This project is included in the Development and Evaluation section of the Maryland Department of Transportation's Consolidated Transportation Program for FY 1996-2001, and is currently funded for the planning phase only.

Following approval of the project's location and design, if a build alternate is selected, the project would be eligible for inclusion in future programs for final design, right-of-way acquisition, and construction.

## PROJECT PLANNING TEAM

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Project Planning Division  
State Highway Administration  
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## FOCUS GROUP

A Focus Group, comprised of area residents, County representatives and members of the SHA study team, has been meeting since February. The purpose of the Focus Group is to assist in the development of improvement concepts for MD 32 and to address local traffic circulation issues. In addition, they have provided a local perspective to the study. If you are interested in participating on the Focus Group, please contact the Project Manager, Mr. Robert Sanders, at the telephone number listed in this brochure.

## PROJECT NEED

Population and household growth is occurring rapidly in the areas north and west of the study corridor. Travel demand on MD 32 is projected to increase between these growth areas and major employment centers located in eastern Howard County, Montgomery County and Washington D.C.

Between 1990 and 2020, the number of households in the area surrounding MD 32 is projected to increase from approximately 8,500 to 27,000 and population is projected to increase from approximately 26,500 to 73,500. Employment for the surrounding area is projected to increase from approximately 11,000 to 21,000 in the same timeframe.

The existing Average Daily Traffic (ADT) volumes along MD 32 in 1994 ranged from 13,100 vehicles just north of the intersection with Ten Oaks Road to 17,200 vehicles just north of the intersection with MD 144.

The projected 2020 ADT volumes for these areas are 21,900 and 28,800 vehicles respectively, an increase of 67%. Truck traffic on MD 32 comprised 7% of the 1994 ADT.

In order to determine the percentage of trucks for the design year 2020, an Origin and Destination (O&D) truck survey was conducted in June, 1995 at the weigh station on I-70. The results of that survey indicated that truck traffic on MD 32 will comprise 9% of the 2020 ADT. Under a "no-build" option, MD 32 will not be able to function effectively as a minor arterial by 2020.

Traffic volumes were developed for the AM and PM peak hours to determine the levels of service at all intersections in the project area. All of the unsignalized intersections with MD 32 will fail by 2020 without improvements. This would result in extended delays, congestion and safety problems at the intersections.

With proposed improvements to MD 32 the ADT for the design year 2020 will range from 34,500 vehicles just north of the interchange at Linden Church Road to 40,600 vehicles just north of the interchange at MD 144.

## EXISTING CONDITIONS

North of the new MD 108 interchange, MD 32 is a two-lane open section roadway with ten foot shoulders. The existing right-of-way between MD 108 and Burnt Woods Road is 300 feet with access controls. North of Burnt Woods Road to I-70, the existing right-of-way is 150 feet with no access controls.

## CONGESTION MANAGEMENT ANALYSIS

The challenge to reduce or prevent congestion through better management of existing transportation services and facilities has been met through the Congestion Management System (CMS), a systematic process that provides information on transportation system performance and the congestion reducing effectiveness of multimodal strategies. The Maryland Department of Transportation views CMS as a decision-making support system for identifying congestion, evaluating alternative strategies, and selecting investment options. The strategies that have been tested for congestion reduction effectiveness include High Occupancy Vehicle lanes (HOV), transportation system management, transportation demand management, commuter rail and bus transit, and non-motorized modes improvements. CMS also considered the addition of general purpose lanes and grade separation of the at-grade intersections within the project study limits, which improve the safety and capacity of the corridor.

### DESCRIPTION OF ALTERNATES

#### ALTERNATE 1: *No-Build Alternate*

No major improvements are proposed under the No-Build Alternate. Minor improvements would occur as part of normal maintenance and safety operations. These routine operations would not significantly improve overall safety and capacity in the corridor.

#### ALTERNATE 2: *4-lane divided highway 54-foot median*

Existing MD 32 would be upgraded to a divided highway with two through lanes in each direction. The existing two-lane roadway would become the westbound lanes of the dual highway. A 54-foot grass median would separate the eastbound and westbound roadways.

A series of interchange options and service roads have been developed for inclusion with this alternate to fully control access on improved MD 32. Each of the interchange and service road options is described and costed separately.

The cost for Alternate 2 (widening only) ranges from \$80 to \$85 million (including right-of-way).

#### ALTERNATE 3: *4-lane divided highway 34-foot median*

This alternate is the same as Alternate 2 except that the median width would be 34 feet.

As with Alternate 2, a series of interchange options and service roads have been developed for inclusion with this alternate to fully control access on improved MD 32. Each of the interchange and service road options is described and costed separately.

The cost for Alternate 3 also ranges from \$80 to \$85 million (including right-of-way).

## INTERCHANGE OPTIONS

### LINDEN CHURCH ROAD INTERCHANGES

#### Option 1

Linden Church Road would cross over MD 32 on a bridge and connect at-grade to Ten Oaks Road south of the current intersection. Access to MD 32 from Linden Church Road would be via interchange ramps. A portion of Greenberry Lane would be relocated to intersect with Linden Church Road at Broadwater Lane.

The cost for Option 1 ranges from \$7-8 million, including right-of-way.

#### Option 2

Option 2 is similar to Option 1 except that Linden Church Road would intersect Ten Oaks Road at its current location.

The cost for Option 2 ranges from \$6-7 million, including right-of-way.

#### Option 3

Option 3 is similar to Options 1 and 2 except that Linden Church Road would not connect to Ten Oaks Road.

The cost for Option 3 ranges from \$5-6 million, including right-of-way.

### DAYTON SHOP INTERCHANGE

The existing entrance to the Dayton Shop would remain open for right turns to and from MD 32. Interchange ramps to and from eastbound MD 32 would connect to a bridge over MD 32 to the Dayton Shop.

The cost for this option ranges from \$6-7 million, including right-of-way.

### BURNT WOODS INTERCHANGE

An interchange would be constructed at the approximate location of the existing Burnt Woods Road / MD 32 intersection. A bridge over MD 32 would connect relocated Burnt Woods Road with Ivory Road East. Ten Oaks Road, Ivory Road, and Pfefferkorn Road would connect to the relocated Burnt Woods Road.

The cost for this option is \$11-13 million, including right-of-way.

### ROSEMARY LANE / NIXON'S FARM INTERCHANGES

Parliament Place, River Valley Chase, Rosemary Lane and private driveways would access MD 32 via two interchanges and service roads. One interchange would be constructed at Rosemary Lane and the other at the entrance to Nixon's Farm.

The cost for this option ranges from \$17-19 million, including right-of-way.

## MD 144 / I-70 INTERCHANGES

Under all options, four loop ramps would be built into the existing MD 32/I-70 interchange. Loop ramps would eliminate the need for left turns across MD 32 to and from the interchange ramps. Widening of the I-70 bridges over MD 32 would be required.

### Option 1

MD 144 would cross MD 32 on a curved bridge south of the existing intersection. All left turns would be accommodated by ramps at the ends of the new bridge. Existing MD 144 connections to MD 32 would be maintained to provide for right in/right out movements.

The cost for option 1 ranges from \$14-16 million, including right-of-way.

### Option 2

The existing intersection of MD 32 and MD 144 would be replaced by an interchange. MD 144 would cross over MD 32 on a bridge. All movements between MD 144 and MD 32 would be accommodated by interchange ramps located on the south side of the MD 144 overpass.

The cost for Option 2 ranges from \$11-13 million, including right-of-way.

### Option 3

This option is similar to Option 2 except that roundabouts would be constructed where the interchange ramps meet MD 144.

The cost for Option 3 ranges from \$9-10 million, including right-of-way.

## ENVIRONMENTAL OVERVIEW

A preliminary assessment of the project area has been completed to identify socio-economic and natural environmental resources.

This project is consistent with the 1990 Howard County General Land-Use Plan. Existing land use in the study area is rural residential, rural conservation and employment commercial.

The proposed project may require additional right-of-way. Residential and business relocations may be required.

The MD 32 project crosses five streams and their 100-year floodplains: Middle Patuxent River and its unnamed tributaries, Terrapin Branch, Benson Branch and Clyde's Branch. These are all Use I streams with an in-stream restriction from March 1 to June 15, inclusive. Floodplain and stream impacts will be determined later in the project development process.

The wetland corridor study indicated the presence of wetlands in the project corridor. They include palustrine forested, open water, emergent and scrub/shrub. Riverine wetlands were also present. Impacts to these resources will be quantified during the next stage of project development.

An archeological assessment of the MD 32 corridor indicated the potential for discovery of previously unidentified prehistoric and historic resources. A Phase I archeological survey will be completed during the next stage of the planning study.

There are three known historic sites that are eligible for the National Register of Historic Places in the project corridor. Coordination with the Maryland Historic Trust (MHT) will continue throughout the project.

There are no publicly owned public parks or recreation areas in the project area. Prime farmland soils are present throughout the corridor. No federally listed threatened or endangered species are located in the project area.

### REMAINING STEPS

1. Evaluate public and agency comments.
2. Refine study alternates.
3. Prepare Draft Environmental Document.
4. Hold Combined Location/Design Public Hearing.
5. Evaluate and assess public and agency comments and hearing.
6. Recommend an alternate to the State Highway Administrator.
7. If a "Build" alternate is selected, complete and distribute the final environmental document addressing the selected alternate.
8. Receive Location and Design approval.

### MEDIA USED FOR MEETING NOTIFICATION

*THE BALTIMORE SUN  
CARROLL COUNTY TIMES  
THE HOWARD COUNTY SUN*

A news release was distributed to all local newspapers and public service announcements were furnished to radio stations covering the project area.

Those enrolled on the project mailing list received direct notice of the Alternates Public Workshop. Persons wishing to have their name(s) placed on the project mailing list may do so by furnishing appropriate information to the receptionist at the meeting.

### NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

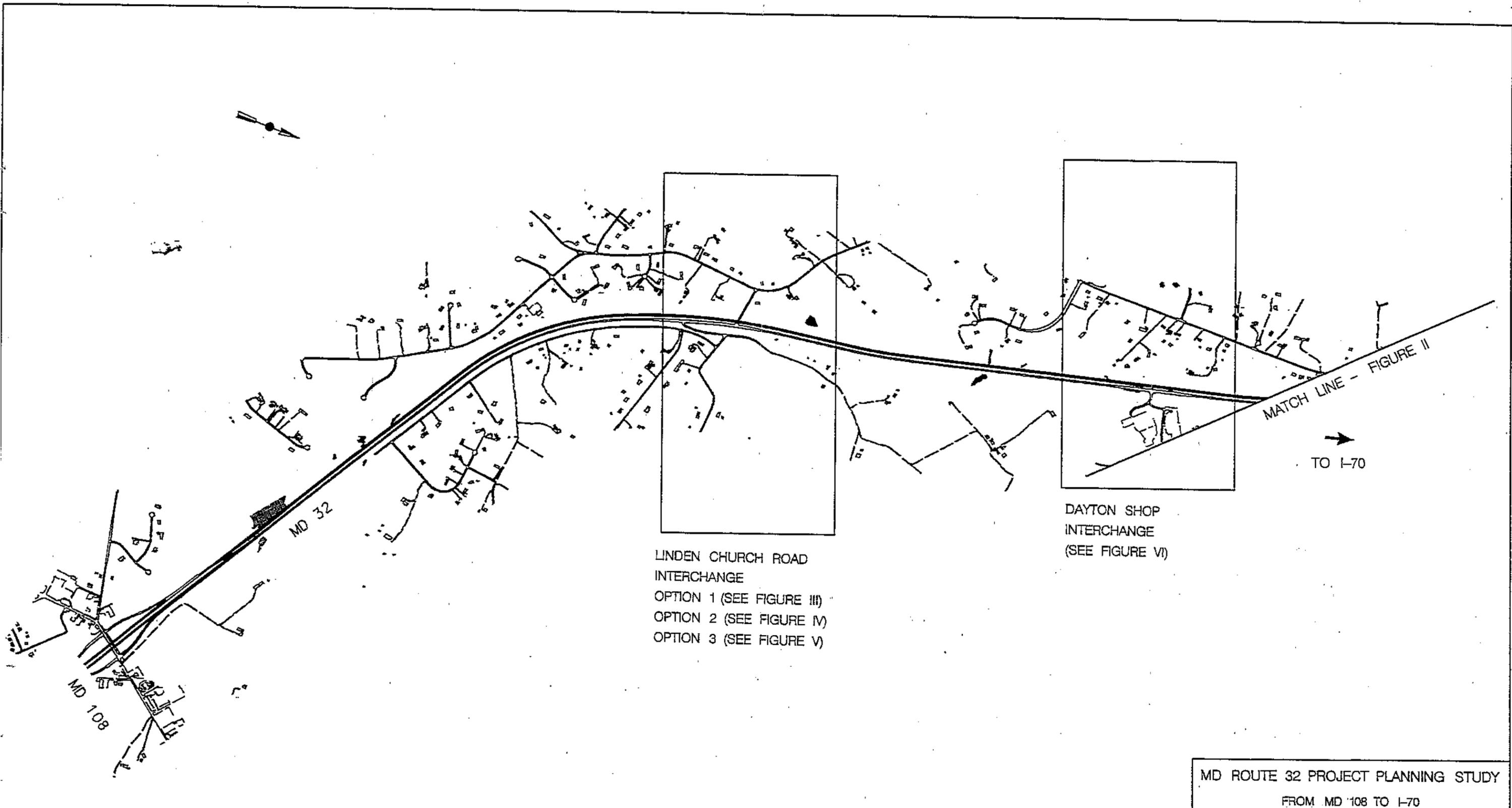
Should you have any questions concerning non-discrimination in Federally assisted and State-Aid programs, please contact:

Ms. Angela B. Hawkins, Chief  
Equal Opportunity Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202  
Phone: (410) 333-1510

## MD ROUTE 32 PROJECT PLANNING STUDY - SUMMARY OF IMPACTS AND COSTS

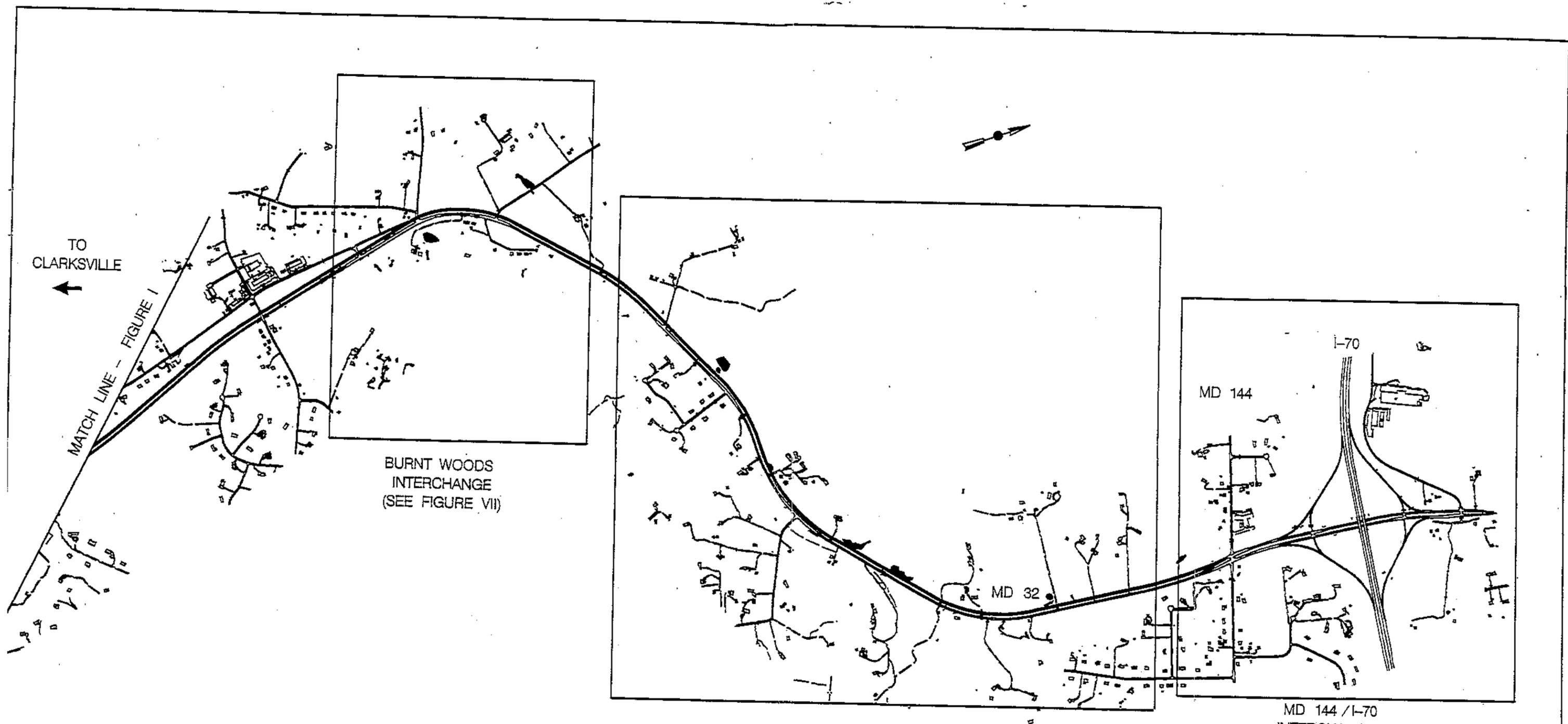
		NO BUILD ALTERNATE	MD 32 WIDENING ALTERNATES		INTERCHANGE OPTIONS									
			ALTERNATE 1	ALTERNATE 2 54' MEDIAN	ALTERNATE 3 34' MEDIAN	LINDEN CHURCH ROAD			DAYTON SHOP	BURNT WOODS	ROSEMARY LANE/ NIXON'S FARM	MD 144 / I-70		
						Opt. 1	Opt. 2	Opt. 3				Opt. 1	Opt. 2	Opt. 3
Displacements	Residential	-	3	1	0	0	0	0	9	1	5	10	7	
	Business	-	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	-	3	1	0	0	0	0	9	1	5	10	7	
Property Affected (each)	Residential	-	38	37	10	10	2	0	12	29	10	19	16	
	Business	-	0	0	0	0	0	1	0	0	0	1	1	
	Church/School	-	0	0	0	0	0	0	0	0	0	0	0	
	Parkland	-	0	0	0	0	0	0	0	0	0	0	0	
	Agricultural	-	1	1	0	0	0	0	0	1	0	0	0	
	TOTAL	-	39	38	10	10	2	1	12	30	10	20	17	
Required R-O-W (acres)	Agricultural	-	1.1	1.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	
	Residential	-	21.1	14.2	3.8	2.5	1.6	0.0	29.1	11.8	6.4	14.5	12.5	
	Commercial	-	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.4	0.5	
	TOTAL	-	22.2	15.2	3.8	2.5	1.6	0.7	29.1	12.1	6.4	15.0	13.1	
Environmental Impacts	Wetlands (acres)	-	2.9	2.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
	100 Year Floodplain (acres)	-	15.9	14.3	0.0	0.0	0.0	2.0	0.0	0.7	0.0	0.0	0.0	
	Woodlands (acres)	-	45.6	33.7	2.3	0.4	0.1	8.5	1.7	5.4	2.3	6.1	9.1	
	Historic (each)	-	0	0	0	0	0	0	0	0	0	0	0	
	Stream Crossings (each)	-	40	36	0	0	0	3	3	24	6	9	12	
Estimated Costs (including right-of-way)		-	\$80-85 million	\$80-85 million	\$7-8 million	\$6-7 million	\$5-6 million	\$6-7 million	\$11-13 million	\$17-19 million	\$14-16 million	\$11-13 million	\$9-10 million	

**NOTE:** The total estimated cost for MD 32 widening alternates with interchanges, ranges from \$128 million to \$148 million, including right-of-way.



SCALE: 1"=1600'

MD ROUTE 32 PROJECT PLANNING STUDY FROM MD 108 TO I-70	
KEY PLAN - SECTION 1 4-LANE DIVIDED ROADWAY IMPROVEMENTS MD 108 TO BURNT WOODS ROAD	
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
DATE: JUNE, 1996	FIGURE 1



TO CLARKSVILLE  
←

MATCH LINE - FIGURE I

BURNT WOODS INTERCHANGE  
(SEE FIGURE VII)

ROSEMARY LANE / NIXON'S FARM INTERCHANGES  
(SEE FIGURES VIII & IX)

MD 144 / I-70 INTERCHANGES  
OPTION 1 (SEE FIGURE X)  
OPTION 2 (SEE FIGURE XI)  
OPTION 3 (SEE FIGURE XII)

SCALE: 1"=1500' 800 0 800 1600

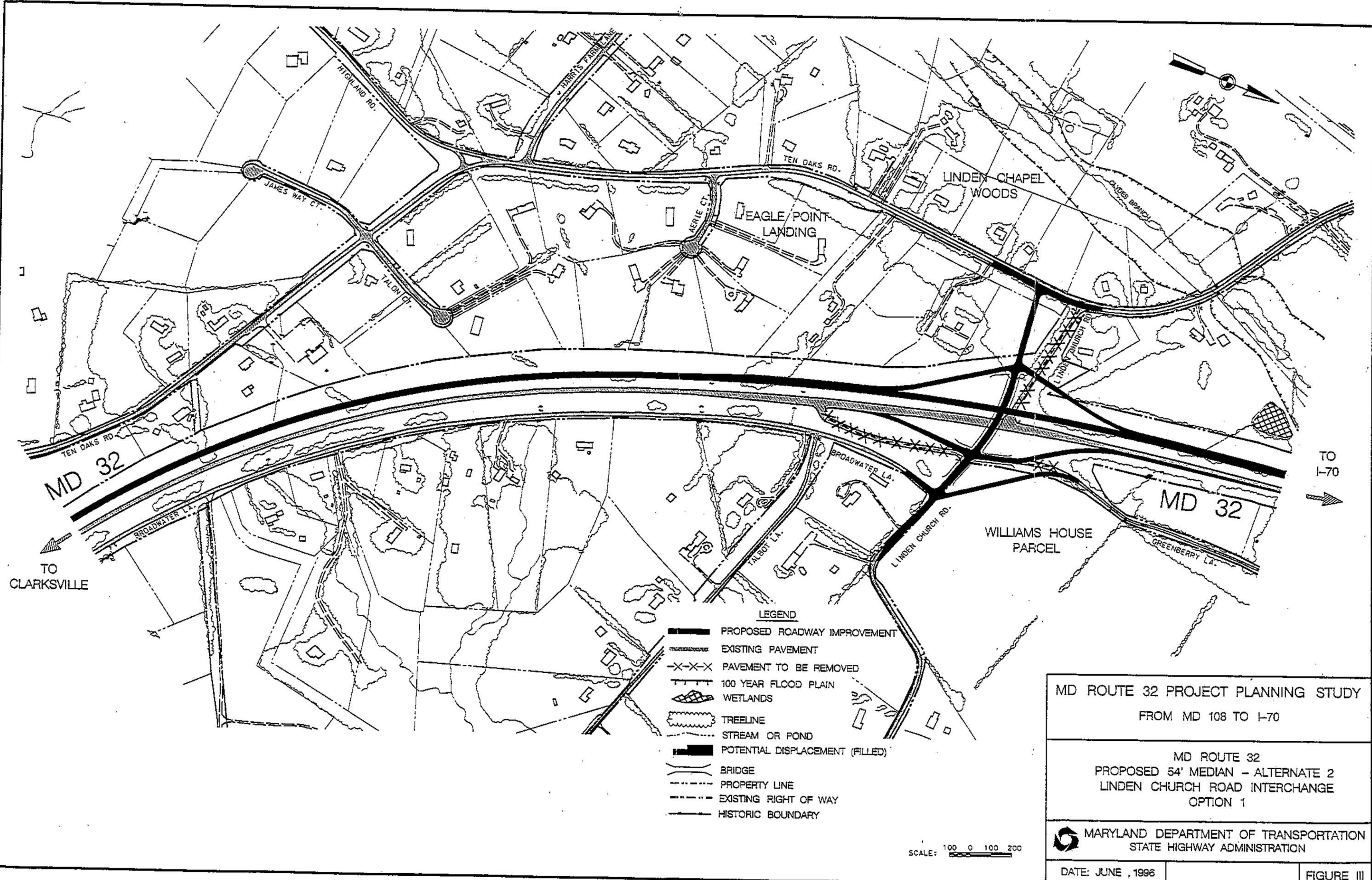
MD ROUTE 32 PROJECT PLANNING STUDY  
FROM MD 108 TO I-70

KEY PLAN - SECTION 2  
4-LANE DIVIDED ROADWAY IMPROVEMENTS  
BURNT WOODS ROAD TO I-70

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

DATE: JUNE, 1996

FIGURE II



**LEGEND**

-  PROPOSED ROADWAY IMPROVEMENT
-  EXISTING PAVEMENT
-  PAVEMENT TO BE REMOVED
-  100 YEAR FLOOD PLAIN
-  WETLANDS
-  TREELINE
-  STREAM OR POND
-  POTENTIAL DISPLACEMENT (FILLED)
-  BRIDGE
-  PROPERTY LINE
-  EXISTING RIGHT OF WAY
-  HISTORIC BOUNDARY

SCALE: 100 0 100 200

MD ROUTE 32 PROJECT PLANNING STUDY  
FROM MD 108 TO I-70

MD ROUTE 32  
PROPOSED 54' MEDIAN - ALTERNATE 2  
LINDEN CHURCH ROAD INTERCHANGE  
OPTION 1

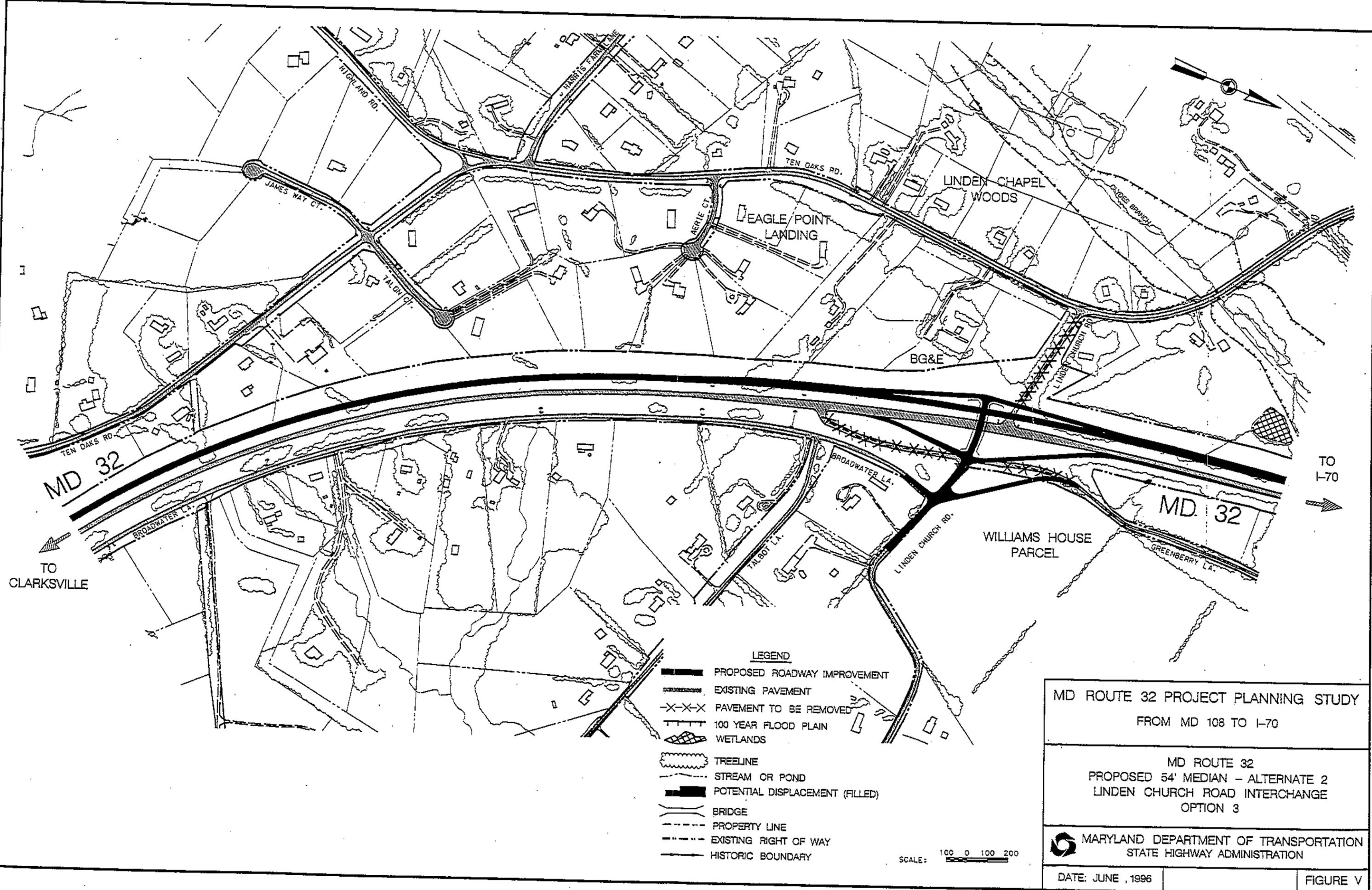
 MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

DATE: JUNE , 1996

FIGURE III

JAN 30 10 53 1995 228





**LEGEND**

- PROPOSED ROADWAY IMPROVEMENT
- EXISTING PAVEMENT
- PAVEMENT TO BE REMOVED
- 100 YEAR FLOOD PLAIN
- WETLANDS
- TREELINE
- STREAM OR POND
- POTENTIAL DISPLACEMENT (FILLED)
- BRIDGE
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- HISTORIC BOUNDARY

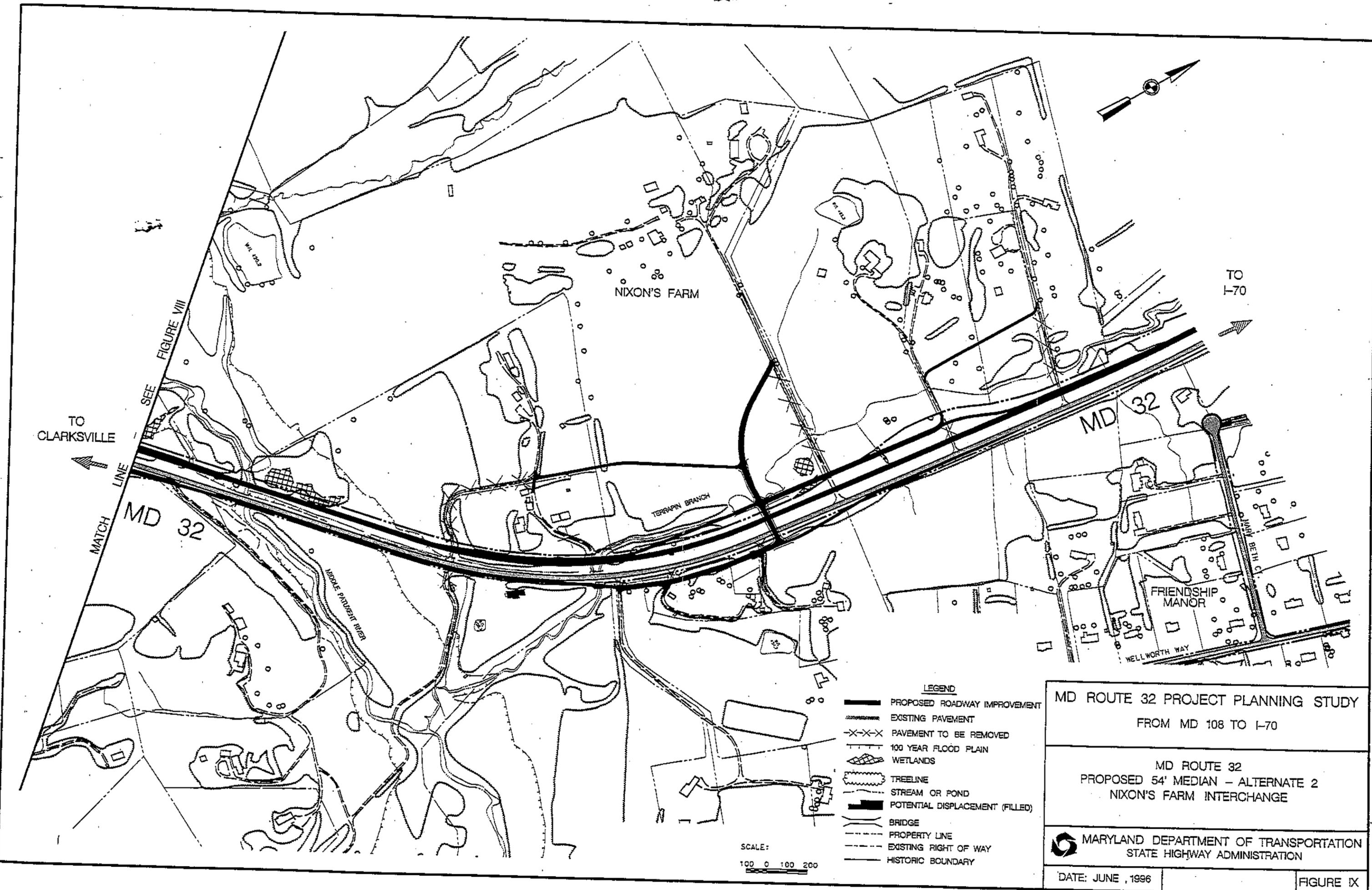
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<p>MD ROUTE 32 PROJECT PLANNING STUDY FROM MD 108 TO I-70</p>	
<p>MD ROUTE 32 PROPOSED 54' MEDIAN - ALTERNATE 2 LINDEN CHURCH ROAD INTERCHANGE OPTION 3</p>	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
<p>DATE: JUNE, 1996</p>	<p>FIGURE V</p>









TO CLARKSVILLE

TO I-70

SEE FIGURE VIII

MATCH LINE

MD 32

MD 32

NIXON'S FARM

TERRAPIN BRANCH

FRIENDSHIP MANOR

WELL WORTH WAY

**LEGEND**

- PROPOSED ROADWAY IMPROVEMENT
- EXISTING PAVEMENT
- PAVEMENT TO BE REMOVED
- 100 YEAR FLOOD PLAIN
- WETLANDS
- TREELINE
- STREAM OR POND
- POTENTIAL DISPLACEMENT (FILLED)
- BRIDGE
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- HISTORIC BOUNDARY

SCALE:  
100 0 100 200

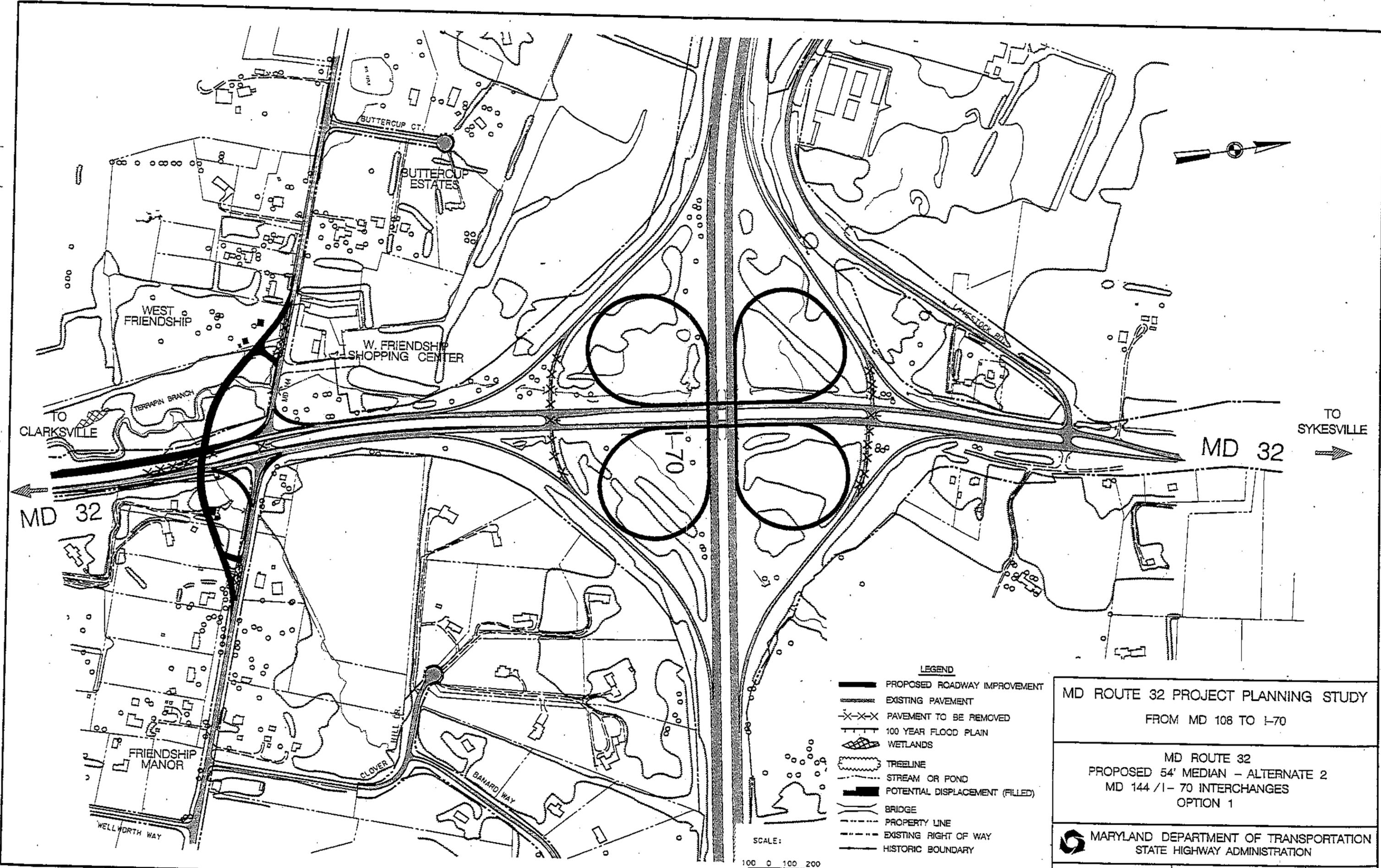
MD ROUTE 32 PROJECT PLANNING STUDY  
FROM MD 108 TO I-70

MD ROUTE 32  
PROPOSED 54' MEDIAN - ALTERNATE 2  
NIXON'S FARM INTERCHANGE

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

DATE: JUNE, 1996

FIGURE IX



TO CLARKSVILLE

TO SYKESVILLE

MD 32

MD 32

I-70

**LEGEND**

- PROPOSED ROADWAY IMPROVEMENT
- EXISTING PAVEMENT
- PAVEMENT TO BE REMOVED
- 100 YEAR FLOOD PLAIN
- WETLANDS
- TREELINE
- STREAM OR POND
- POTENTIAL DISPLACEMENT (FILLED)
- BRIDGE
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- HISTORIC BOUNDARY

SCALE:  
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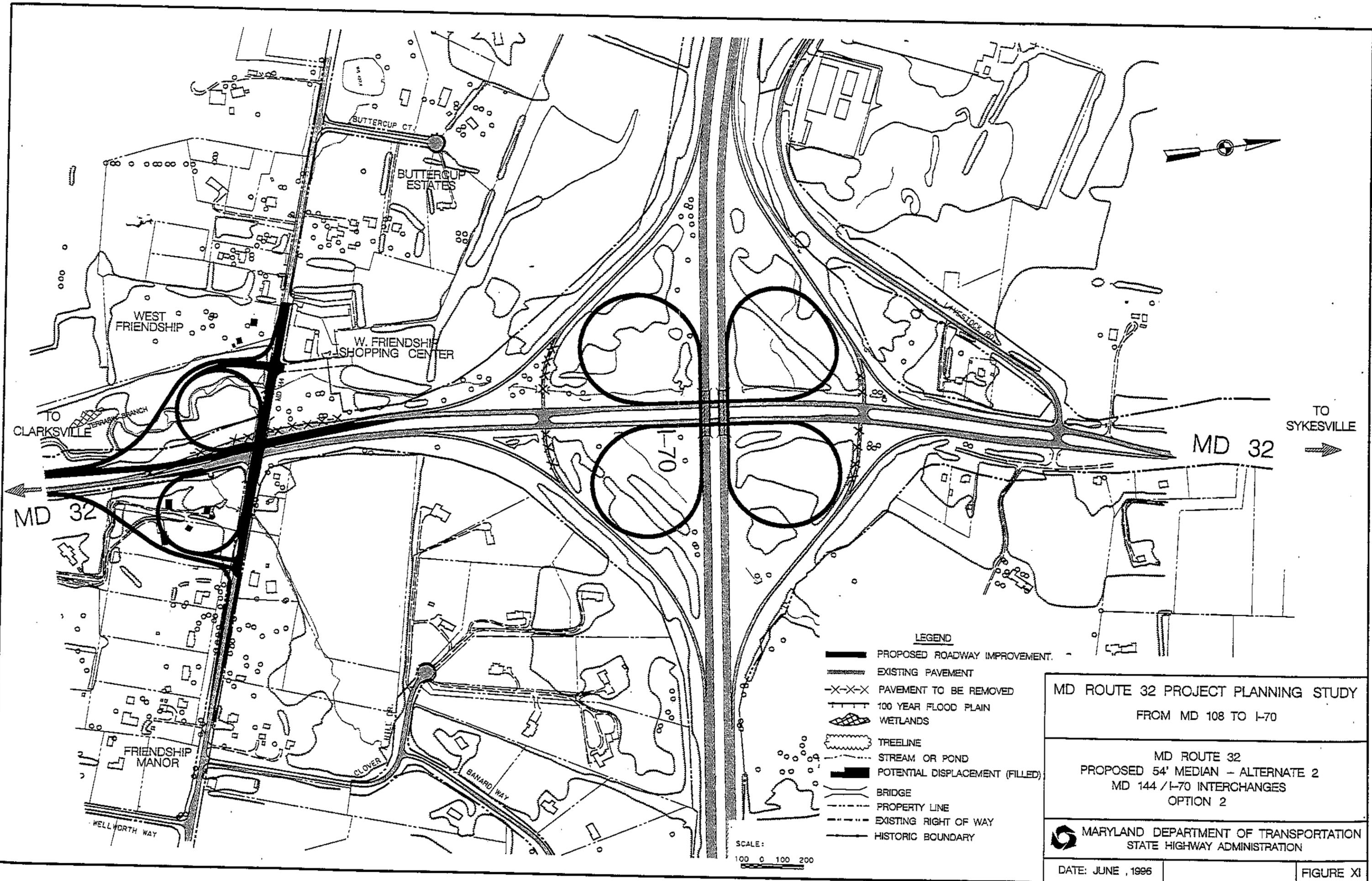
MD ROUTE 32 PROJECT PLANNING STUDY  
FROM MD 108 TO I-70

MD ROUTE 32  
PROPOSED 54' MEDIAN - ALTERNATE 2  
MD 144 / I-70 INTERCHANGES  
OPTION 1

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

DATE: JUNE, 1996

FIGURE X



**LEGEND**

-  PROPOSED ROADWAY IMPROVEMENT.
-  EXISTING PAVEMENT
-  PAVEMENT TO BE REMOVED
-  100 YEAR FLOOD PLAIN
-  WETLANDS
-  TREELINE
-  STREAM OR POND
-  POTENTIAL DISPLACEMENT (FILLED)
-  BRIDGE
-  PROPERTY LINE
-  EXISTING RIGHT OF WAY
-  HISTORIC BOUNDARY

SCALE:  
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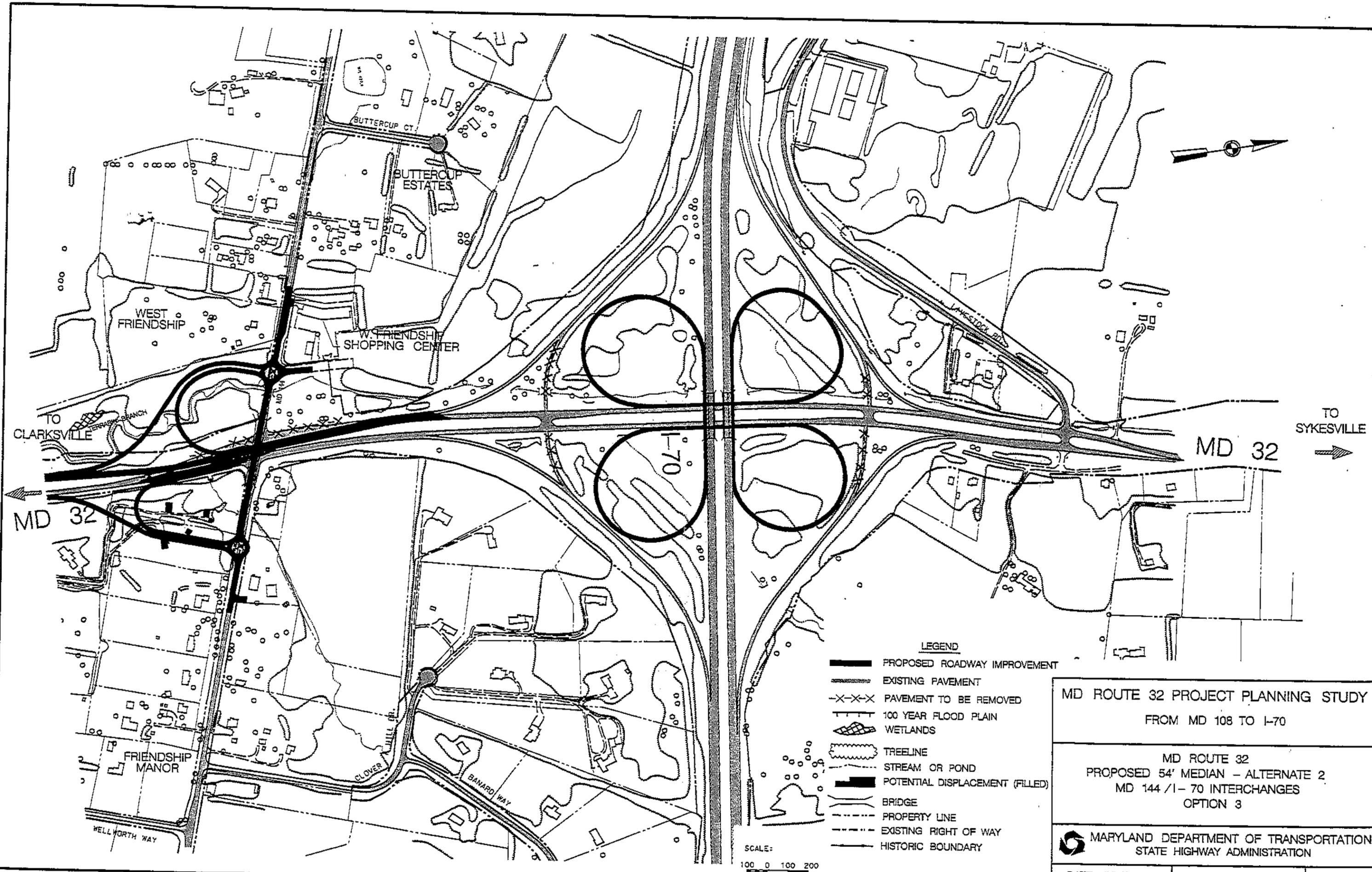
MD ROUTE 32 PROJECT PLANNING STUDY  
FROM MD 108 TO I-70

MD ROUTE 32  
PROPOSED 54' MEDIAN - ALTERNATE 2  
MD 144 / I-70 INTERCHANGES  
OPTION 2

 MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

DATE: JUNE , 1996

FIGURE XI



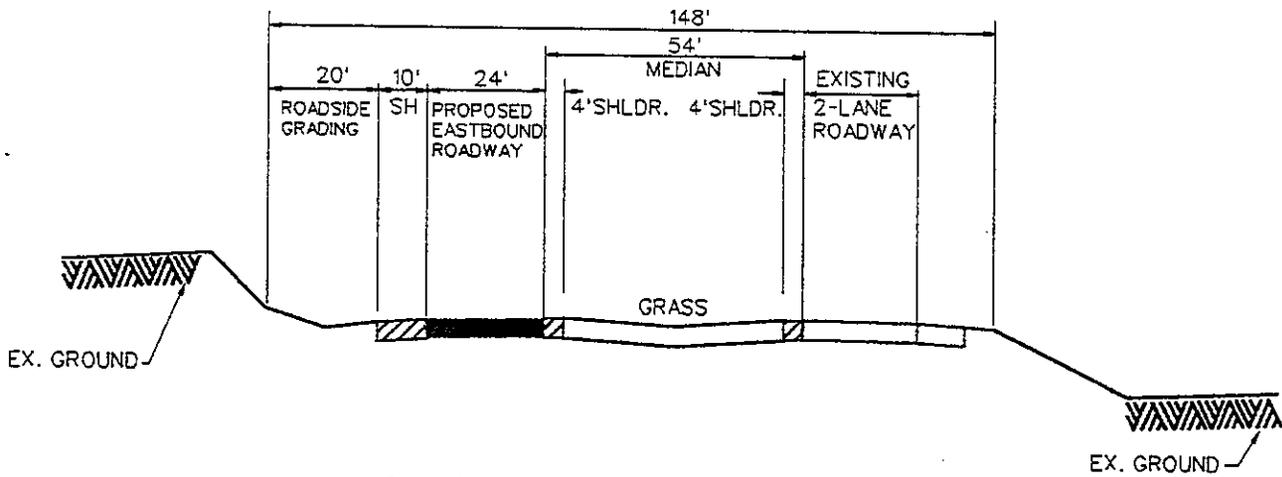
**LEGEND**

- PROPOSED ROADWAY IMPROVEMENT
- EXISTING PAVEMENT
- PAVEMENT TO BE REMOVED
- 100 YEAR FLOOD PLAIN
- WETLANDS
- TREELINE
- STREAM OR POND
- POTENTIAL DISPLACEMENT (FILLED)
- BRIDGE
- PROPERTY LINE
- EXISTING RIGHT OF WAY
- HISTORIC BOUNDARY

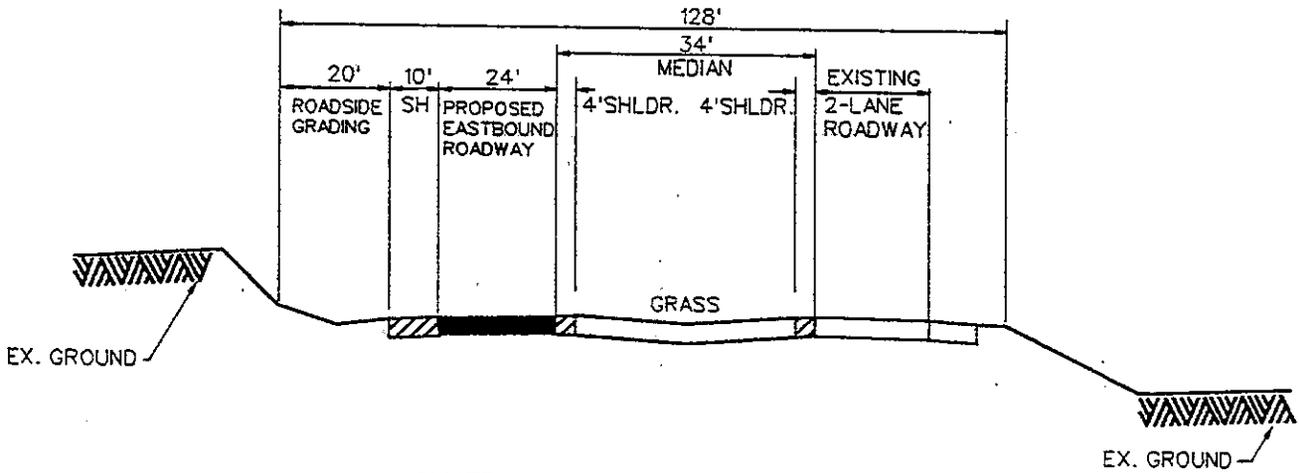
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<p><b>MD ROUTE 32 PROJECT PLANNING STUDY</b> FROM MD 108 TO I-70</p>	
<p>MD ROUTE 32 PROPOSED 54' MEDIAN - ALTERNATE 2 MD 144 / I-70 INTERCHANGES OPTION 3</p>	
<p> MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p>	
<p>DATE: JUNE , 1996</p>	<p>FIGURE XII</p>





**54' MEDIAN SECTION - ALTERNATE 2**  
FROM MD 108 TO I-70



**34' MEDIAN SECTION - ALTERNATE 3**  
FROM MD 108 TO I-70

**LEGEND**

- PROPOSED ROADWAY
- PROPOSED SHOULDER

**NOTES:**

THE DIMENSIONS SHOWN ARE FOR DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE.

NOT TO SCALE

<p>MD ROUTE 32 FROM MD 108 TO I-70</p>
<p>TYPICAL SECTIONS 4-LANE DIVIDED ROADWAY IMPROVEMENTS</p>
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

=====

CONTRACT NO. HO 756-101-770 P  
**MARYLAND ROUTE 32**  
*FROM MD 108 to I-70*

**ALTERNATES WORKSHOP**  
**TUESDAY JUNE 25, 1996**  
**5:00 P.M. TO 8:00 P.M.**  
GLENELG HIGH SCHOOL  
14025 BURNT WOODS ROAD  
GLENELG, MARYLAND

NAME \_\_\_\_\_ DATE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/TOWN \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

I/We wish to comment or inquire about the following aspects of this project:

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- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.

NOTE: Persons who have received a copy of this brochure through the mail are already on the project mailing list.

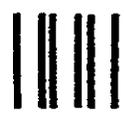
This form is for your use to enroll your name on the project mailing list and/or for offering written comments. To do so, remove form, fold, and close by stapling or taping before mailing. All postage will be paid by the State Highway Administration

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## HOW ARE WE DOING?

In an effort to improve the effectiveness of our public involvement and outreach programs, we would appreciate it if you would take a few minutes to answer this questionnaire.

Was the brochure well laid out and easy to follow?                      YES                      NO

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Was each part of the brochure easy to understand?

Purpose of Workshop	YES	NO
Purpose of Study	YES	NO
Program Status	YES	NO
Focus Group	YES	NO
Project Need	YES	NO
Existing Conditions	YES	NO
Congestion Management Analysis	YES	NO
Description of Alternates/Interchange Options	YES	NO
Environmental Overview	YES	NO
Remaining Steps	YES	NO
Typical Sections	YES	NO
Summary of Impacts and Costs Table	YES	NO
Key Map and Interchange Options Maps	YES	NO

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Which part of the brochure was the most valuable? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Which part of the brochure was the least valuable? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What suggestions do you have for improvement? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**MD 32 Improvement Study**

This form is for your use to provide comments on how well the brochure explains the different aspects of the project. To do so, remove the form and answer the questions. Fold the form and close it by stapling or taping before mailing. Your comments are appreciated. All postage will be paid by the State Highway Administration.

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from.

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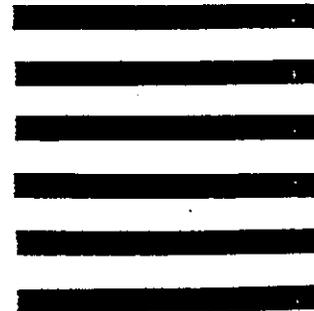
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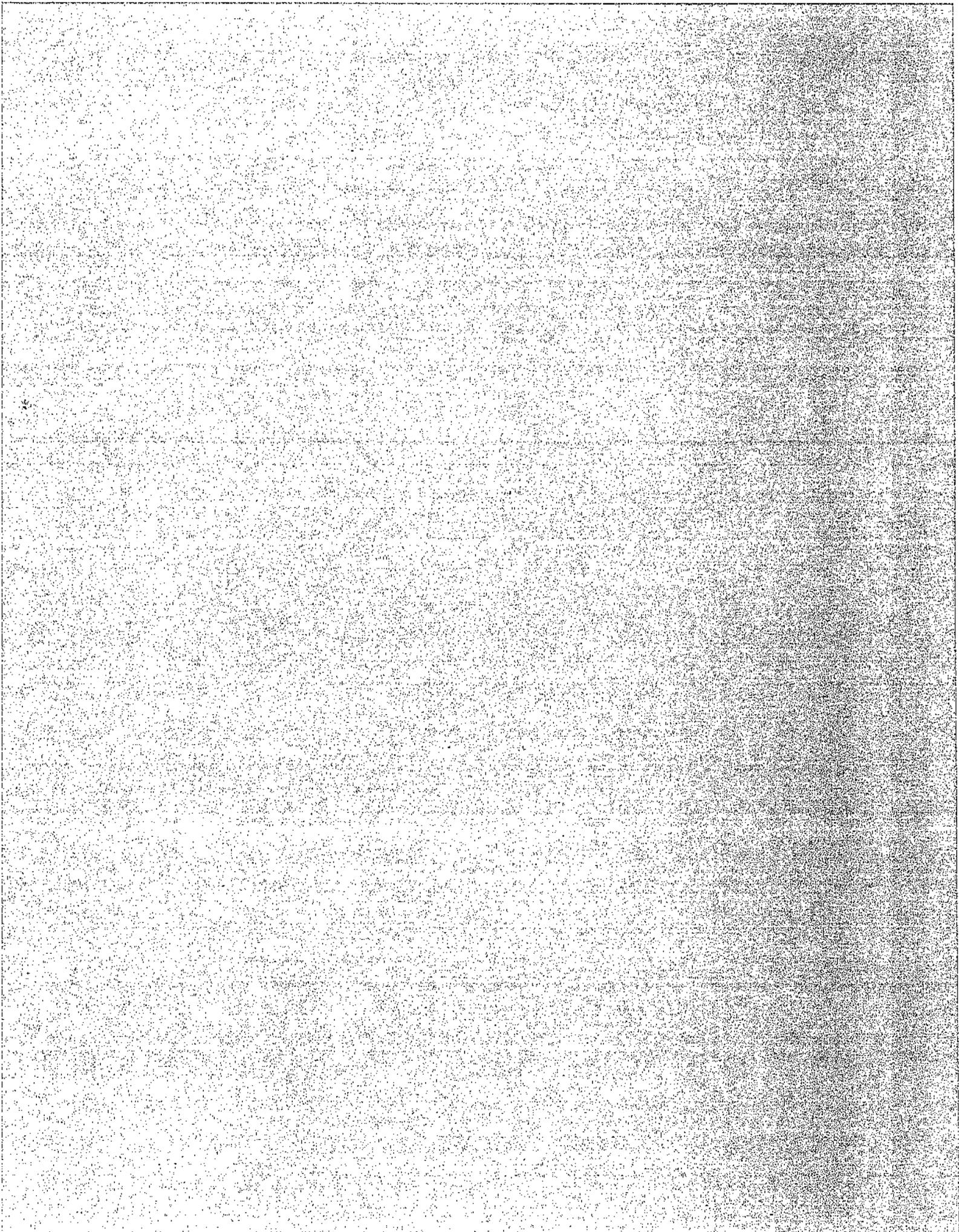
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