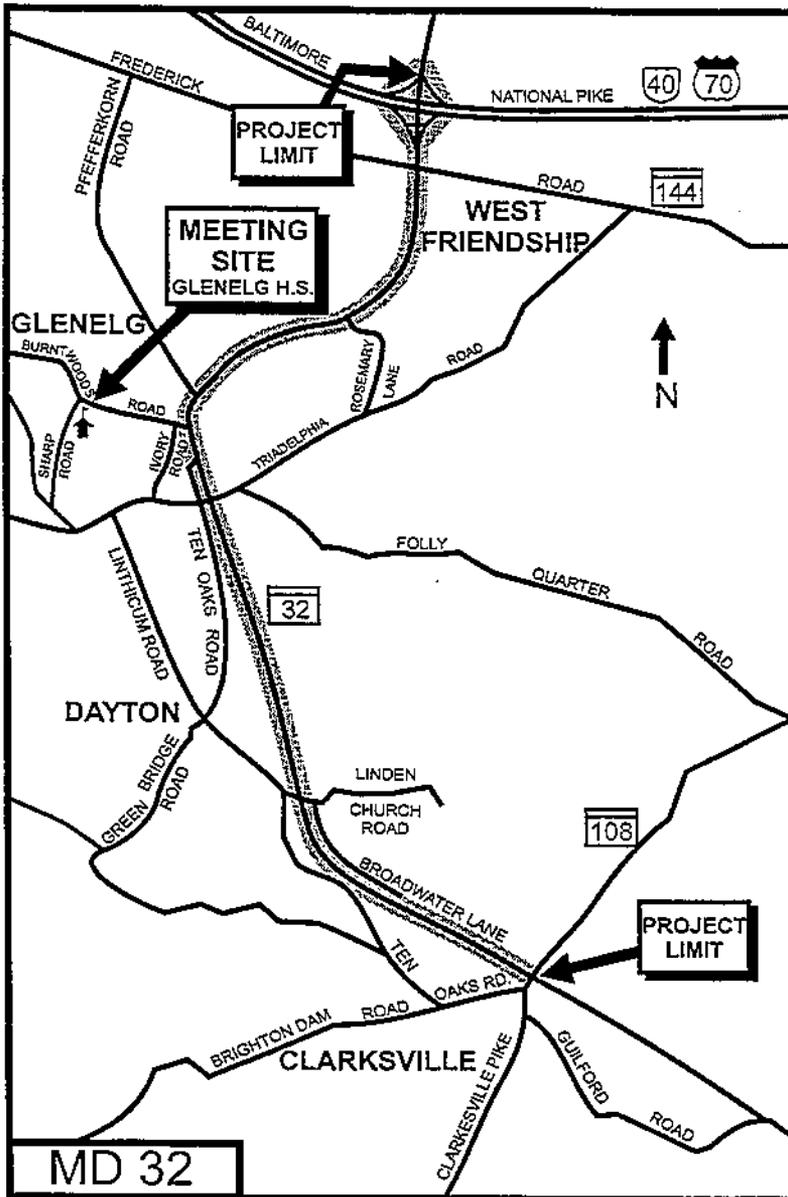




INFORMATIONAL WORKSHOP

MARYLAND ROUTE 32 FROM MD 108 TO I-70



**TUESDAY,
JUNE 16, 1998
5:30 to 8:00 PM**

Glenelg High School
14025 Burntwoods Rd.
Glenelg, MD

PROJECT PLANNING TEAM

If you have questions about this project, please feel free to contact one of the persons listed below:

Mr. Robert Ritter
Project Manager
Project Planning Division
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore MD 21202
(410) 545-8513, Toll Free in Maryland 1-800-548-5026
rritter@sha.state.md.us

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore MD 21202

Mr. Robert Fisher
District Engineer, District #7
Maryland State Highway Administration
5111 Buckeystown Pike
Frederick Maryland 21701
(301) 624-8101

PURPOSE OF THE STUDY

The purpose of this project planning study is to investigate alternatives that would improve safety and traffic operations along the MD 32 corridor, between MD 108 and I-70, with a minimum impact to local residents, businesses and the environment. It involves the development and analyses of all reasonable alternatives, including the No-Build Alternative.

PURPOSE OF THE WORKSHOP

The purpose of this workshop is to:

- Update the public on the status of the study
- Present results of more detailed engineering and environmental analyses, conducted since the Alternates Workshop held in June 1996
- Receive citizen input prior to a Combined Location/Design Public Hearing later this year

The workshop is being conducted in an open house format. There will be no formal presentation. Project information stations, related to specific topics and alternatives, will be set up throughout the meeting room with displays and handouts describing the various aspects of the project. State Highway Administration (SHA) representatives will be available to answer questions, record comments and discuss the project. Please stop in at your convenience.

HOW TO COMMENT ON THE PROJECT

Public input and feedback is an integral part of the study. The public is encouraged to participate in the workshop and provide input regarding issues that may affect the decision making process.

You may choose any or all of the following methods to submit your comments:

- Fill out the pre-addressed, postage-paid comment form included in this brochure
- Give comments to representatives at the workshop
- Call or write the SHA Project Manager, Mr. Robert Ritter (See Project Planning Team on inside cover)

You may add your name and address to the project mailing list by using the brochure comment form or by contacting Mr. Ritter. If you have received this brochure in the mail, you are already included on the mailing list.

PROGRAM STATUS

MD 32, from MD 108 to I-70, is included in the Development and Evaluation Section of the Maryland Department of Transportation Consolidated Transportation Program for Fiscal Years 1998-2003 and is currently funded for the planning phase only. Additional funding would have to be identified for the next phases of project development: Design, Right-of-Way Acquisition and Construction.

PROJECT HISTORY

Based on the Howard County Executive's May 1995 Highway Priority letter to the Maryland Secretary of Transportation, a planning study of potential future improvements on MD 32 north of Clarksville was initiated. In February 1996, a Focus Group comprised of area residents was formed to assist SHA in the development of preliminary improvement concepts.

After several monthly meetings with the Focus Group, SHA presented preliminary concepts at an Alternates Workshop in June 1996.

Following the workshop, the study team coordinated extensively with communities throughout the project corridor, as well as Federal and State environmental regulatory agencies, in an effort to improve the preliminary concepts by minimizing impacts to the human and natural environments as well as serving the transportation needs of the corridor.

Based on comments and suggestions received from citizens and the agencies, many of the improvement options that were presented at the 1996 workshop have either been modified or dropped from further consideration, while some new alternatives have been developed. The study team has performed more detailed engineering and environmental analyses on the current alternatives, the results of which are being presented at this Informational Workshop.

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.

The existing Average Daily Traffic (ADT) volumes along MD 32 in 1997 ranged from 15,900 vehicles per day (vpd) between the intersections at MD 144 and Rosemary Lane to 18,300 vpd between the intersections at MD 108 and Linden Church Road. The projected 2020 ADT volumes for these areas are 26,700 and 29,900 vpd respectively, an increase of 68%. Truck traffic on MD 32 comprised 10% of the 1997 ADT.

Traffic volumes were analyzed in order to measure the level of congestion during the morning and evening peak hours. Currently, volumes on MD 32 within the study section are nearing capacity during the peak periods, making left turns from unsignalized intersections and driveways increasingly difficult. Without improvements, the 2020 volumes on this section of MD 32 will exceed capacity during the peak periods, causing a breakdown in the flow of traffic.

There were 74 reported accidents in 1997 on MD 32 within the study limits, two (2) of which were fatal. This represents an accident rate of 163.4 accidents per million vehicle miles (mvm), which is significantly higher than the statewide average for similar types of roadways. The fatal accident rate of 4.4 per mvm is also significantly higher than the statewide average. Other accident types that were significantly higher than the statewide average included rear end, property damage and truck related. As congestion on MD 32 worsens, accident rates are expected to increase.

EXISTING CONDITIONS

South of the study section, MD 32 is a four-lane, fully access controlled divided highway with a 54' median. North of the MD 108 interchange, MD 32 is a two-lane open section roadway with ten foot shoulders. There are three signalized and numerous unsignalized intersections, including private driveways, within the study corridor.

The existing State owned right-of-way between MD 108 and Burnt Woods Road is 300 feet with partial access controls. There are public road intersections, but no private driveways.

North of Burnt Woods Road to I-70, the existing State owned right-of-way is 150 feet with no controls of access. There are numerous access points along this section of MD 32, including private driveways.

ALTERNATIVES CURRENTLY UNDER CONSIDERATION

Three alternatives are currently under consideration; the **No-Build Alternative**, **Build Alternative I**, and **Build Alternative II**. Both build alternatives include dualizing existing MD 32, providing a 34-foot median, and interchanges at various locations within the study limits (see Figure I).

Note that at the June 1996 workshop a mainline widening alternate that included a 54-foot median, Alternate 2, was presented. That alternate as well as several of the various interchange options that were presented at that time, have been dropped from further consideration due to their adverse impacts to the human and natural environments. The costs and impacts associated with each of the current alternatives are summarized in the Summary Of Impacts and Costs table (see Figure II).

No-Build Alternative

Alternate 1 from June '96 Workshop

No major improvements are proposed under the No-Build Alternate. Minor, short term improvements would occur as part of normal maintenance and safety operations. Examples of these types of improvements which have recently been completed within the study corridor are:

- Traffic signal and striping for left turn lanes at Ten Oaks Road
- Resurfacing, restriping and left turn lanes at River Valley Chase/Parliament Place
- Resurfacing and Raised Pavement Markers from MD 108 to Linden Church Road
- Intersection Control Beacons (flashing signals), left turn acceleration lanes and intersection lighting at East and West Linden Church Roads
- Signs suggesting headlight usage during the day

Other short term safety and operational improvements in the study corridor that are programmed for implementation, regardless of the outcome of this study, include:

- Resurfacing, restriping and Raised Pavement Markers from Burnt Woods Road to Rosemary Lane (Summer 1998)
- Intersection lighting at Rosemary Lane, River Valley Chase/Parliament Place, Ivory Road East, and Pfefferkorn Road (Fall 1998)
- Full color signals, replacing the existing flashing beacons, at East and West Linden Church Roads (Spring 1999)
- Full signals and lengthening of the left turn storage lanes on MD 32 at the intersections with the I-70 ramps (Summer 1999)

These and other improvements that would occur as part of the No-Build Alternative are not expected to address the long term needs of the corridor.

Build Alternative I (See Map on Figure III)

MD 32 Mainline Widening

Alternate 3 from June '96 Workshop

Build alternative I proposes reconstructing MD 32 to a four-lane divided highway with a median width of 34 feet. A series of interchange options and service roads have been developed for inclusion with this alternative to fully control access on MD 32 between MD 108 and I-70.

Linden Church Road Interchange - Option 2

Option 2 from June '96 Workshop

Linden Church Road would be bridged over MD 32. Access between MD 32 and Linden Church Road would be via diamond interchange ramps. A portion of Greenberry Lane would be relocated to the east to intersect with Linden Church Road at Broadwater Lane.

Dayton Shop Interchange - Option 1 Modified

Modification of Option 1 from June '96 Workshop

This interchange provides right-in/right-out access to the Dayton Shop from northbound MD 32 at a new entrance located south of the existing entrance. Diamond ramps would connect the southbound roadway to a bridge crossing over MD 32, north of the existing shop entrance.

Burnt Woods Road Interchange - Option 2

New option - Option 1 from June '96 Workshop has been dropped from further consideration

This interchange would require shifting MD 32 to the east to straighten the curve. A slightly relocated Burnt Woods Road would cross over MD 32 on a bridge, connecting to East Ivory Road. Ivory Road, west of MD 32, would be closed off with a cul-de-sac. Ten Oaks Road would be extended to connect to a relocated Pfefferkorn Road and Burnt Woods Road at a four-leg intersection. Access to northbound

and southbound MD 32 would be provided by low speed right-in/right-out ramps.

Rosemary Lane Interchange - Option 2

New option - Option 1 from June '96 Workshop has been dropped from further consideration

At the Rosemary Lane interchange, MD 32 would be shifted to the west to take advantage of ample SHA owned right-of-way on that side of the roadway. Meanwhile, a portion of existing MD 32 would be used as a frontage road to connect Parliament Place with Rosemary Lane. A frontage road on the west side of MD 32 would connect Rosemary Lane to River Valley Chase. Low speed right-in/right-out ramps would connect MD 32 and the frontage roads.

Nixon's Farm Interchange - Option 2

New option - Option 1 from June '96 Workshop has been dropped from further consideration

Nixon's Farm Option 2 would provide low speed right-in/right out access ramps between MD 32 and frontage roads. The frontage roads would connect private driveways on both sides of the roadway to the Nixon's Farm driveway, which would be reconstructed to bridge over MD 32.

An alternative access option is being considered for the driveways that currently have direct access to northbound MD 32, in the vicinity of Nixon's Farm. Under the alternative access option, those driveways would access MD 32 from MD 144 via an extended Wellworth Way.

MD 144 Interchange - Option 3 Modified

Modification of Option 3 from June '96 Workshop

Access between MD 32 and MD 144 would be provided with loop ramps and outer ramps located in the southeast and southwest quadrants of the interchange. The ramps

would be located south of MD 144 in order to provide safe weaving distances to the ramps at the I-70 interchange. MD 144 would bridge over MD 32. Roundabouts would be constructed at the intersections of MD 144 with the ramps.

I-70 Interchange - Option 2

New option - Option 1 from June '96 Workshop has been dropped from further consideration

Loop ramps would be constructed within the southwest and northeast quadrants of the existing diamond interchange to provide free flow access from MD 32 to I-70. The left turning movements from the I-70 off ramps to MD 32 would be facilitated by signals. The right turning movements from the I-70 off ramps to MD 32 would operate in free flow, as they do today.

Build Alternative II

Build Alternative II contains all of the same elements, mainline widening and interchange options, as Build Alternative I except at those locations described below:

Nixon's Farm Interchange

Build Alternative II does not include a separate interchange option at Nixon's Farm.

MD 144 Interchange - Option 4

New option

This option would provide one interchange for all of the movements at MD 144 and Nixon's Farm. The configuration is similar to that used for Option 3 Modified, of Build Alternative I, however a frontage road would connect the driveways on the west side of MD 32 to MD 144. Low speed right-in/right-out ramps would connect southbound MD 32 and the frontage road. Roundabouts would be provided at the MD 144 intersections with the frontage road and the interchange ramps east of MD 32.

An alternative access option is being considered for the driveways that currently have direct access to northbound MD 32, in the vicinity of Nixon's Farm. Under the alternative access option, those driveways would access MD 32 from MD 144 via an extended Wellworth Way.

ENVIRONMENTAL SUMMARY

An assessment of the project area has been completed to identify socio-economic and natural environmental resources. Impacts to these resources associated with the proposed alternatives are summarized in the Summary Of Impacts and Costs table (see Figure II). Analyses are underway to determine the effect that this project will have on noise and air quality.

Socio-Economic Resources

This project is consistent with the 1990 Howard County General Land-Use Plan. Existing and future land use in the study area is a mixture of rural residential, rural conservation and employment commercial. There are no publicly owned parks or recreation areas in the project area.

The proposed project will require additional right-of-way. Approximately 9 residential relocations and 1 business displacement are anticipated.

An archeological assessment of the MD 32 corridor indicated the potential for previously unidentified prehistoric and historic resources. A Phase I archeological survey is currently underway.

The Westwood Methodist Episcopal Church, located on Triadelphia Road, is the only site in the study area which is eligible for the National Register of Historic Places. Coordination with the Maryland Historical Trust is underway to determine the effect that this project will have on cultural resources.

Natural Resources

The MD 32 project requires the crossing of five streams and their 100-year floodplains: Middle Patuxent River and its unnamed tributaries, Terrapin Branch, Benson Branch and Clyde's Branch. These streams are all classified by the Maryland Department of Natural Resources as Use I with an in-stream restriction from March 1 to June 15, inclusive.

Wetland field reviews, conducted with representatives of the US Army Corps of Engineers and the Maryland Department of the Environment (MDE), were completed earlier this year. Approximately 3.5 acres of non-tidal wetlands would be impacted by the build alternatives.

If a build alternative is selected, permits will be required from the US Army Corps of Engineers and MDE. Strict sediment and erosion control measures will be enforced during and after construction to minimize water quality impacts. Stormwater management would be implemented to reduce the effects of surface water runoff.

Prime farmland soils are present throughout the corridor. Impacts to approximately 70 acres of woodlands will result with the build alternatives. No federally listed threatened or endangered species were identified in the project area.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- 1) Evaluate citizen comments from the workshop
- 2) Coordinate with environmental regulatory agencies
- 3) Refine study alternatives
- 4) Prepare Draft Environmental Impact Statement (EIS)
- 5) Conduct combined Location/Design Public Hearing (Winter 1998/1999)
- 6) Evaluate and assess public and agency comments from the hearing
- 7) Recommend preferred alternative to the State Highway Administrator
- 8) If a Build Alternative is selected, complete and distribute the Final EIS addressing the selected alternative
- 9) Receive Location and Design Approvals

REMAINING PHASES IN THE HIGHWAY DEVELOPMENT PROCESS

The receipt of Location and Design Approvals would complete Project Planning, the first of SHA's four phase Highway Development process. Note that the remaining three phases in the Highway Development process are NOT currently funded:

- Final Design
- Right-of-Way Acquisition
- Construction

**RIGHT-OF-WAY AND
RELOCATION ASSISTANCE**

For information regarding right-of-way and relocation assistance, please contact:

Mr. Frank Knapp, Division Chief
District 7 Right-of-Way
Maryland State Highway Administration
5111 Buckeystown Pike
Frederick MD 21701
Telephone (301) 624-8156

**MEDIA USED FOR
MEETING NOTIFICATION**

Advertisements were placed in the following newspapers:

Washington Post
Baltimore Sun
Howard County Times
Carroll County Times

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

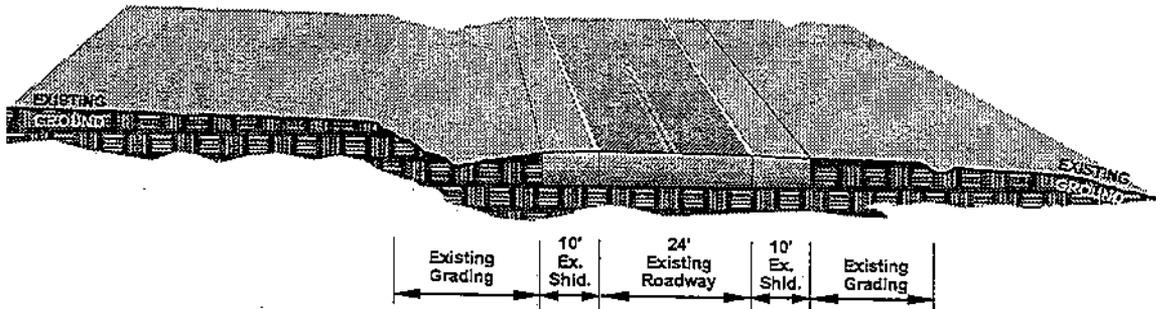
**NONDISCRIMINATION IN
FEDERALLY ASSISTED AND
STATE-AID PROGRAM**

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

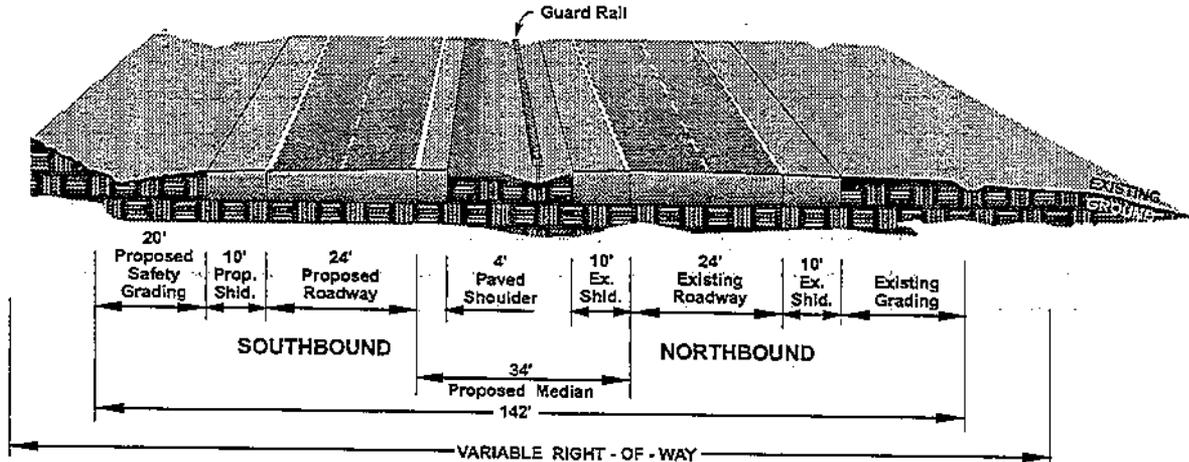
Mr. Walter Owens, Director
Equal Opportunity Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore MD 21202
Telephone (410) 545-0314

THANK YOU

Thank you for your participation in the MD 32 project planning study. Your feedback is important to us, so please do not hesitate to send us your comments. In addition, please feel free to call one of the project team members listed inside the front cover should you have any questions or concerns.



**EXISTING
TYPICAL SECTION**



**PROPOSED
TYPICAL SECTION**

The dimensions shown are for the purpose of determining cost estimates and environmental impacts and are subject to change during the final design phase.

MD 32 PLANNING STUDY		
Build Alternatives I & II Typical Sections		
 Maryland State Highway Administration	June 1998	Figure I

MD ROUTE 32 PLANNING STUDY
SUMMARY OF IMPACTS AND COSTS

		NO BUILD ALTERNATIVE	BUILD ALTERNATIVE I	BUILD ALTERNATIVE II
DISPLACEMENTS	RESIDENTIAL	-	9	9
	BUSINESS	-	1	1
	TOTAL	-	10	10
PROPERTY AFFECTED (each)	RESIDENTIAL	-	58	58
	AGRICULTURAL	-	15	15
	COMMERCIAL	-	7	7
	INSTITUTIONAL	-	1	1
	CHURCH/SCHOOL	-	0	0
	PARKLAND	-	0	0
	TOTAL	-	81	81
REQUIRED R-O-W (acres)	RESIDENTIAL	-	74.0	63.5
	AGRICULTURAL	-	23.5	21.5
	COMMERCIAL	-	2.5	2.5
	INSTITUTIONAL	-	1.5	1.5
	TOTAL	-	101.5	89.0
ENVIRONMENTAL IMPACTS	WETLANDS (acre)	-	4	2
	100 YR. FLOOD PLAIN (acre)	-	14	14
	WOODLANDS (acre)	-	73	69
	HISTORIC (each)	-	0	0
	STREAM IMPACTS (LF)	-	20,463	19,433
	STREAM CROSSINGS (each)	-	38	24
TOTAL ESTIMATED COSTS (Millions of dollars) *		-	\$148-\$153	\$134-\$139

* Total estimated costs include right-of-way.

FIGURE II

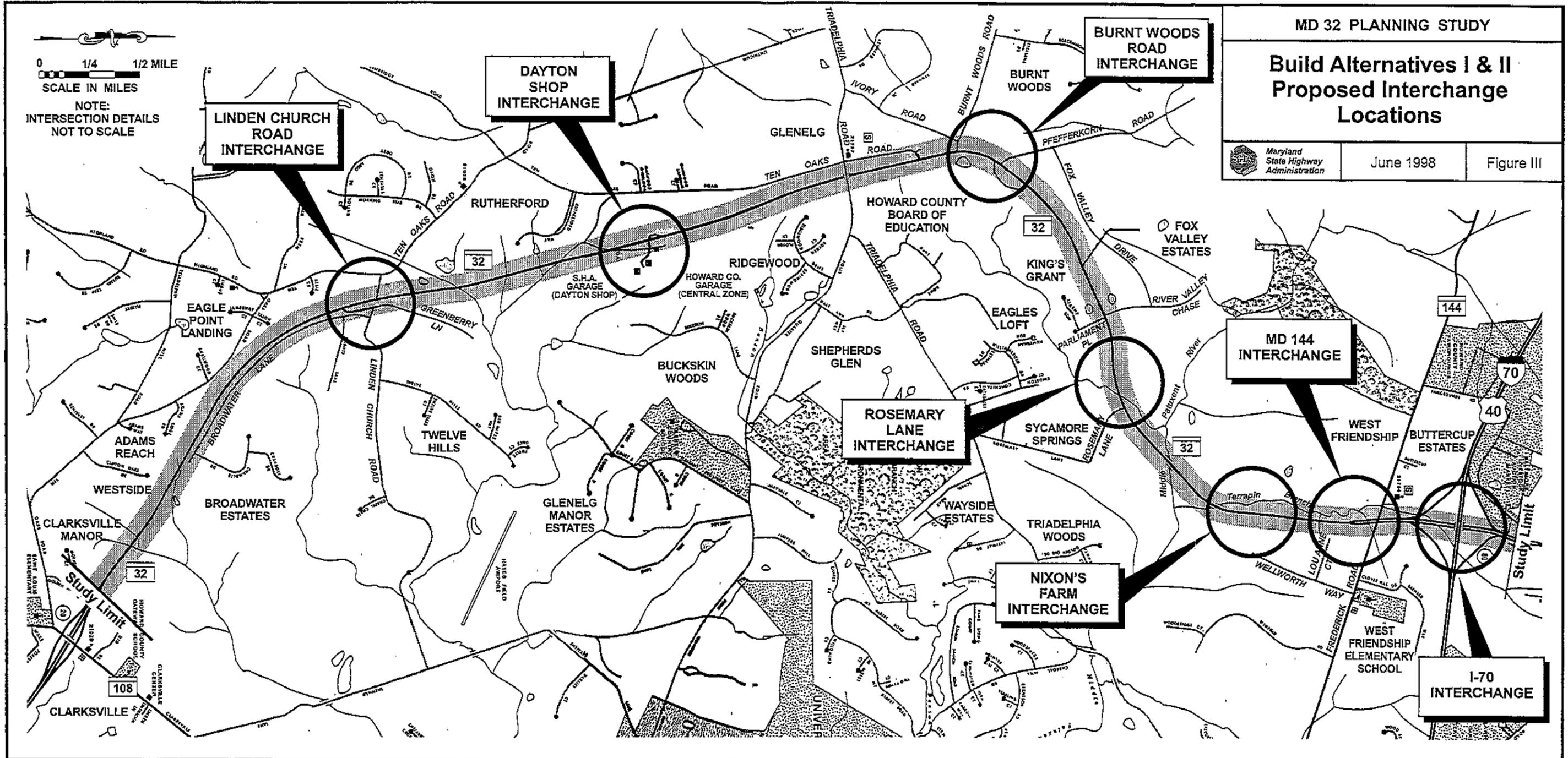
**Build Alternatives I & II
Proposed Interchange
Locations**



June 1998

Figure III

0 1/4 1/2 MILE
SCALE IN MILES
NOTE:
INTERSECTION DETAILS
NOT TO SCALE



LINDEN CHURCH ROAD INTERCHANGE - OPTION 2	DAYTON SHOP INTERCHANGE - OPTION 1M	BURNT WOODS ROAD INTERCHANGE - OPTION 2	ROSEMARY LANE INTERCHANGE - OPTION 2	NIXON'S FARM INTERCHANGE - OPTION 2	MD 144 INTERCHANGE		I-70 INTERCHANGE
					OPTION 3M	OPTION 4	
BUILD ALTERNATIVE I & II	BUILD ALTERNATIVE I & II	BUILD ALTERNATIVE I & II	BUILD ALTERNATIVE I & II	BUILD ALTERNATIVE I	BUILD ALTERNATIVE I	BUILD ALTERNATIVE II	BUILD ALTERNATIVE I & II

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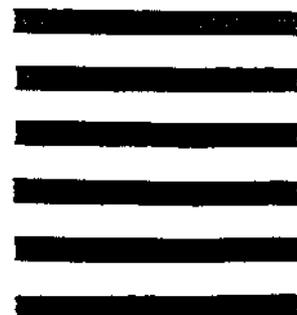
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State Highway Administration
Project Planning Division
MS - C301
Post Office Box 717
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TO: