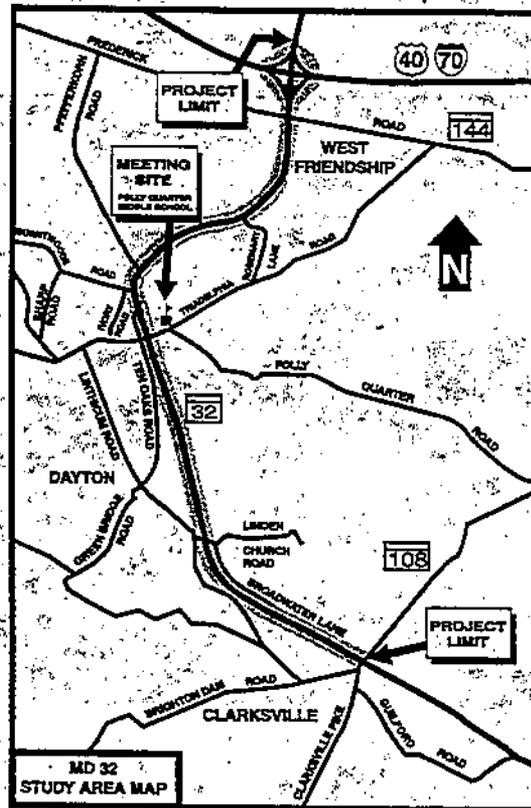


MD 32 from MD 108 to I-70 Project Planning Study

INFORMATIONAL Public Workshop



Wednesday
September 8, 2004

Displays Available
5:30 PM - 8:30 PM

Folly Quarter
Middle School
13500 Triadelphia Road
Ellicott City, MD 21042

Project No. HO746B11



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION



INTRODUCTION

The Maryland State Highway Administration (SHA) is conducting a project planning study for a portion of MD 32 in Howard County.

PURPOSE OF THE STUDY

The purpose of the MD 32 Planning Study is to improve safety and traffic operations with a minimum impact to local residents, businesses, and the environment, as well as to provide continuity with the remaining portion of the system. The proposed roadway would be a four-lane, divided highway with access being provided by interchanges and service roads. The MD 32 study area extends nine miles from MD 108 to I-70 in Howard County. It encompasses the last two-lane portion of a 40-mile stretch between I-70 and Annapolis called the "Patuxent Freeway". MD 32 south of the study area is currently a four to six lane, divided highway with interchanges.

PURPOSE OF THE WORKSHOP

The purpose of the MD 32 Informational Public Workshop is to update the public on the status of the study, present the results of studies completed since the Public Hearing and receive public comments on the proposed Team Recommended Alternative and the new interchange options.

Displays will be available from 5:30 p.m. to 8:30 p.m. SHA representatives will be available to answer questions and discuss the project. Please note that there will not be a formal presentation.

HOW TO COMMENT ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input during the Project Planning process. The current studies are preliminary and appropriate changes will be made after comments are received and

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

- Provide verbal or written comments to SHA representatives at the meeting.
- Fill out the pre-addressed, postage paid comment form included in this brochure and either mail or place in the box at the meeting.
- Call the SHA Project Manager, Mr. Eric G. Tombs, Sr., toll free at 1-800-548-5026.

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

PROGRAM STATUS

MD 32, from MD 108 to I-70, is included in the Maryland Department of Transportation's Consolidated Transportation Program (CTP) and is currently funded for the planning phase. Funding for a portion of the design phase is also included for the Burntwoods Road Interchange. Additional funding would have to be identified for the design, right-of-way acquisition and construction of the remainder of the project.

PROJECT HISTORY

- 1995 - Planning study initiated based on a Howard County priority letter.
- 1996 - Alternatives Public Workshop conducted to present a range of improvement options.
- 1998 - Informational Public Workshop held to present the results of more detailed engineering and environmental analyses.
- 1998 - Draft Environmental Impact Statement (DEIS) completed.
- 1999 - Public Hearing held. Received public testimony and comments.

- 2000 - Land Use Expert Panel (LUEP) convened based on concerns raised at the Public Hearing about this project's influence on local growth and development.
- 2003 - 3-Year DEIS Reevaluation approved by FHWA.
- 2004 - Board of Public Works grants project a Smart Growth exception based on "extraordinary" circumstances of safety and operation.
- 2004 - LUEP report released.

PROJECT NEED

EXISTING CONDITIONS

MD 32, between MD 108 and I-70, is a two-lane roadway with ten-foot shoulders. Within the study limits there are eleven intersections, seven of which are signalized. These are public road intersections. None are private driveways. The existing State owned right-of-way between MD 108 and Burntwoods Road is 300 feet wide with partial access controls.

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

ACCIDENTS/SAFETY

During the three-year study period, 2000 through 2002, this section of MD 32 between MD 108 and I-70 experienced an average accident rate of 92.2

accidents per 100 million vehicle miles (acc/100mvm). Though this accident rate is 3.0 percent lower than the statewide average for similar highways, the number of truck related accidents and rear end accidents were significantly higher than the statewide average. Also, the number of accidents with property damage was higher than the statewide average. The rear end accidents are likely due to the stop-and-go traffic during peak periods along this section of MD 32.

TRAVEL DEMAND/CONGESTION

The traffic congestion on and around MD 32 has continued to grow since the DEIS was completed in 1999. Consequently, the traffic volumes were updated in 2003 and the design year was moved from 2020 to 2025. The year 2025 traffic forecasts were developed for the No-Build and the Team Recommended Alternative. Table 1 below shows a comparison of the 2003 traffic volumes and the 2025 traffic volumes.

Traffic volumes are 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.

All of the intersections along MD 32 south of MD 144 are experiencing failing conditions during the peak periods. Without improvements, the 2025 volumes on this section of MD 32 will exceed capacity during the peak periods, causing a breakdown in the flow of traffic and a greater potential for accidents.

Table 1: Traffic Volume Comparison

Segment	2003	2025 No-Build	% Increase	2025 Build	% Increase
MD 108 to Linden Church Road	26,400	37,500	42%	53,000	104%
Rosemary Lane to MD 144	23,900	33,200	39%	48,700	101%

IMPROVEMENTS COMPLETED ALONG MD 32

A number of safety and operational improvements have been developed and implemented by the SHA's District 7 Office during the course of this planning study. These improvements include:

- Installed hazard identification beacons along MD 32 at several locations.
- Modified pavement markings on MD 32 at Rosemary Lane to provide a left-turn lane along southbound (SB) MD 32 and at the Dayton Shop entrance to provide a left turn along SB MD 32.
- Upgraded the centerline pavement markings throughout this section of MD 32 including rumble strip centerline treatments in the No Passing areas.
- Installed special warning signs throughout the corridor to suggest that motorists use headlights for added visibility to other motorists.
- Installed overhead intersection street lights at all public streets within the corridor.
- Resurfaced the entire corridor and installed raised pavement markings on the centerline throughout.

STUDY UPDATE

Following the Public Hearing and the public/agency review of the DEIS, a Land Use Expert Panel (LUEP) evaluated land use impacts associated with the proposed highway improvements. The Panel considered whether the proposed alternatives would affect changes in land use and/or existing projections of growth and development. The final results of the LUEP will be summarized in the Final Environmental Impact Statement (FEIS).

Based on public comment during the Project Planning process, interchange designs were modified at some locations along MD 32. These proposals are further discussed on page 4 of this brochure.

In addition to these changes, stormwater management needs have been evaluated for the corridor. Preliminary pond locations have been identified since the DEIS and they may result in changes to right-of-way impacts. More detailed studies will be included in the FEIS.

DESCRIPTION OF ALTERNATIVES

No-Build Alternative

No major improvements are proposed under the No-Build Alternative. Numerous short-term improvements as previously noted have been completed since the study began in 1996. Other minor, short-term improvements would continue to occur as part of normal maintenance and safety operations; however, these improvements are not expected to address the long-term needs of the corridor.

Team Recommended Alternative (See Map on Figure II)

Based on public and agency input, the team recommends the following elements for construction.

Upgrade MD 32 mainline – Two new lanes would be constructed on the west side of existing MD 32 resulting in a four-lane divided highway. (See Figure 1 for typical section)

Linden Church Road Interchange – Option 2: Linden Church Road would bridge 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. Roundabouts may be provided where the ramps intersect Linden Church Road.

Dayton Shop Interchange - Option 1 Modified: This location provides access to the State and County maintenance facilities. Northbound, this proposed interchange would provide a right turn lane into and out from the Dayton Shop at a new entrance located south of the existing entrance.

Southbound, diamond ramps would provide a connection between MD 32 and a bridge crossing over MD 32, just north of the existing shop entrance.

Burntwoods Road Interchange – Option 3A:

This proposed interchange would require shifting MD 32 to improve the roadway geometry and driver's sight distance. Burntwoods Road would be relocated to the north to cross over MD 32 on a bridge and connect 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 Burntwoods Road and connect with a relocated Pfefferkorn Road at a four-legged intersection or roundabout. The west side of the interchange consists of right-in/right-out ramps between MD 32 and Pfefferkorn/Ten Oaks Road. Option 3A also includes diamond ramps on the east side of MD 32.

I-70 Interchange – Option 2: 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 I-70 off ramps to MD 32 would be facilitated by partial signals. The right turning movements from I-70 off ramps to MD 32 would operate in free flow, as they do today.

An alternate access option could also be considered for the driveways on the east side of MD 32, in the vicinity of Nixon's Farm. Under this option, driveways along this portion of the northbound roadway would be collected on a service road which would connect to the east to Wellworth Way and then access MD 32 from MD 144.

Additional Interchange Options (See Map on Figure III)

Based on comments received at the Public Hearing, additional interchange options were developed for the Rosemary Lane and MD 144 interchanges. The team will recommend an option at MD 144 and Rosemary Lane locations following the September 8, 2004 Informational Workshop based on public and agency input.

Rosemary Lane Interchange

Option 2: MD 32 would be shifted to the west, south of Rosemary Lane, allowing a portion of existing MD 32 to 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 provide access from MD 32 to the frontage roads. Roundabouts may be provided where the ramps intersect the frontage roads.

Other interchange options were developed at Rosemary Lane to address residents concerns about connecting River Valley Chase to Rosemary Lane on the west side of MD 32. The options do not provide access from the west side of MD 32 to Rosemary Lane.

Option 4: Includes a low speed right turn lane in and out of Rosemary Lane along northbound MD 32, but it does not allow access to and from southbound MD 32.

Option 6: Provides higher speed exit and entrance ramps on the left side of southbound MD 32 that access Rosemary Lane which pass under the northbound lanes. The northbound access includes right in and out ramps to Rosemary Lane.

MD 144 Interchange

Option 4: This option would provide one interchange for all of the movements at MD 144. A frontage road is proposed on the west side of MD 32, connecting the driveways on that side of the roadway 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.

Option 5: Includes the same interchange configuration at MD 144 as Option 4 and would provide improved access to the west side. The access road would be realigned west of MD 32 to

include a wider frontage road and a geometrically improved alignment to meet County standards and to accommodate higher traffic volumes.

ENVIRONMENTAL SUMMARY

A detailed analysis was performed to determine the potential socio-economic and natural environmental impacts of the proposed Team Recommended Alternative as well as the options at Rosemary Lane and MD 144. The impacts for the proposed Team Recommended Alternative are summarized in the Summary of Impacts and Costs table shown in Table II. The impacts for the options at Rosemary Lane and MD 144 are summarized in Table III.

Natural Resources

Non-tidal wetlands and Waters of the U.S. associated with study area streams and their tributaries would be affected. Wetland impacts resulting from the Team Recommended Alternative would total less than 4 acres, and impacts to 100-year floodplains total approximately 14 acres. A maximum of 8,940 linear feet of Terrapin Branch, Benson Branch and Clyde's Branch, the Middle Patuxent River and its unnamed tributaries may also be affected. These streams are all classified by the Maryland Department of the Environment (MDE) as Use I waters (water contact recreation and protection of aquatic life) with an in-stream restriction from March 1 to June 15, inclusive. Time of year construction restrictions, sediment and erosion control measures and stormwater management practices, approved by the MDE, will be strictly enforced during construction to minimize impacts to water quality and wetlands.

No federal or state listed threatened or endangered plant or animal species or unique habitat has been identified in the study area. Approximately 73 acres of woodland areas would be impacted by the construction of the Team Recommended Alternative. Consistent with the State Reforestation Law, reforestation at a 1:1 ratio will be investigated within the project limits, or off-site within the same watershed.

Air and Noise

The air and noise evaluations will be updated in the Final Environmental Impact Statement (FEIS) for the new 2025 design year traffic. However, using the 2020 traffic, the State and National Ambient Air Quality Standards would not be exceeded under the no-build or the Team Recommended Alternative. The project noise levels for the design year (2020) would approach or exceed the Federal Highway Administration's Noise Abatement Criteria (66 dBA) under both of the build and no-build conditions at 10 of the 14 Noise Sensitive Area (NSAs). A final determination of the feasibility and reasonableness of noise abatement for these NSA's will be made after an alternative is selected and additional design information is available.

Socio-Economic Resources

The proposed project is consistent with the 1990 Howard County General Land-Use Plan. There are no publicly owned parks or recreation areas in the project area. Existing and future land use along the study portion of the MD 32 corridor consists of a mixture of rural residential, employment commercial and rural conservation.

To date, and in compliance with Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice (EJ) in the Minority and Low Income Populations", SHA has taken steps to identify and avoid disproportionately high and adverse effects on minority or low income communities located in the study area. SHA has addressed EJ requirements through mailings, public meetings and presentations to interested parties.

The Team Recommended Alternative will require acquisition of additional right-of-way. Approximately 9 residential relocations and 1 business displacement would be required. A maximum of 155 acres of prime farmland soils and 23 acres of active farmlands could be impacted.

One archeological site was determined eligible for the National Register for Historic

Places. However, this site is located outside of the proposed construction limits for the Team Recommended Alternative. Temporary fencing is recommended to protect this site during construction. Coordination with the Maryland Historical Trust (MHT) has identified two historic standing structures, the Westwood Methodist Episcopal Church and the Milton Shipley Farm corncrib, which are eligible for the National Register of Historic Places. MHT has determined that the proposed Team Recommended Alternative would have a no adverse effect on cultural resources, and recommended that a landscaping buffer be maintained in the vicinity of the corncrib for mitigation. SHA will continue to coordinate with MHT throughout the remainder of the planning stage. In accordance with Section 106 procedures of the National Historic Preservation Act, this Public Informational Workshop provides an opportunity for public input regarding cultural resources.

NEXT STEPS

Planning Study:

- Address comments from Public Informational Workshop (Fall 2004)
- Obtain approval of Selected Alternative and Conceptual Mitigation (Winter 2005)
- Complete Final Environmental Impact Statement (FEIS) (Spring 2005)
- Obtain Location/Design Approval – Project Planning Complete (Summer 2005)

Breakout Design Projects:

- Begin design on breakout project at Burntwoods Road interchange (Summer 2004)
- Complete initial design plans (30% design plans) for Burntwoods Road interchange (Summer 2005)
- Complete design plans for Burntwoods Road Interchange (Summer 2006)

RIGHT-OF-WAY AND RELOCATION ASSISTANCE

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

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

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
 Office of Equal Opportunity
 Maryland State Highway Administration
 707 North Calvert Street
 Baltimore, MD 21202
 Telephone (410) 545-0314

MEDIA USED FOR MEETING NOTIFICATION

Advertisements were placed in the following newspapers:

- 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.

YOUR OPINION MATTERS

These workshops are intended to provide an opportunity for the public to discuss with the project team its thoughts and concerns about the project and to provide written comments to the project team. We will carefully review and consider the concerns and preferences expressed by the public during these public meetings. To assist you in providing comments, we have included a pre-paid postage mailer as well as team member addresses and telephone numbers as part of this brochure.

PROJECT MAILING LIST

The brochure comment card can be used to add your name to the project mailing list. You may also add your name to the mailing list by signing in with the meeting receptionist located at the front door. If you received a copy of this brochure in the mail, you are already included on the list.

PROJECT PLANNING TEAM

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

Mr. Eric Tombs, Project Manager
Project Planning Division
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
(410) 545-3571 / 1-800-548-5026
ETombs@sha.state.md.us

Ms. Jamaica Kennon, Assistant Project Manager
Project Planning Division
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
(410) 545-3512 / 1-800-548-5026
JKennon@sha.state.md.us

Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
Mail Stop C-411
(410) 545-8390 / 1-800-548-5026
707 North Calvert Street
Baltimore, Maryland 21202
Rveeramachaneni@sha.state.md.us

Mr. Robert Fisher, District Engineer
District 7
Maryland State Highway Administration
5111 Buckeystown Pike
Frederick, Maryland 21704
BFisher@sha.state.md.us

Ms. Caryn Brookman
Federal Highway Administration
City Center Building
10 South Hanover Street, Suite 2450
Baltimore, Maryland 21201
Phone: (410) 779-7146

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.

TABLE II

Summary of Impacts and Cost

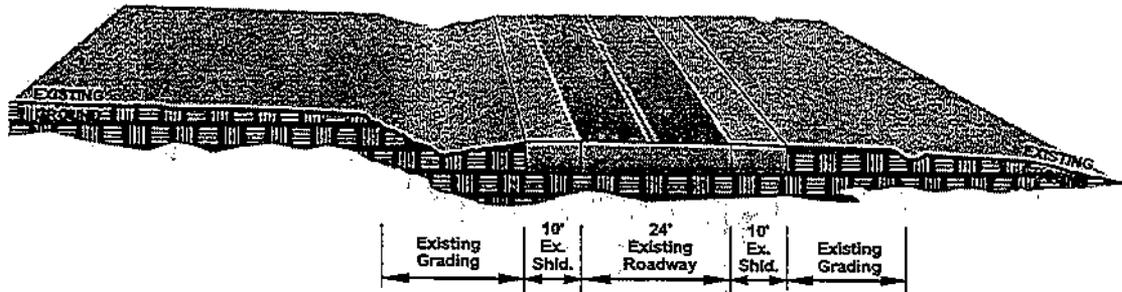
Environmental Factors	Recommended Alternate for Selection
Socioeconomic Resources	
Right-of-way	92.5 acres
Residential Relocations	8
Business Displacements	1
Active Farmland	21.5 acres
Number of Farm Parcels	15
Public Parks	0
Public Facilities	0
Cultural Resources	
Archeological Sites	0
Historic Structures	No adverse effect
Natural Resources	
Stream Crossings	20
Stream	5,732 lf
100-Year Floodplain	13.03 acres
Wetland	2.28 acres
Forest	70.7
Federally Listed RTE Species	0
State Listed RTE Species	0
Air Quality	No violation
Noise Receptors Impacted	15
Hazardous Waste Sites	4
Cost	\$ 210-220 Million

Table III

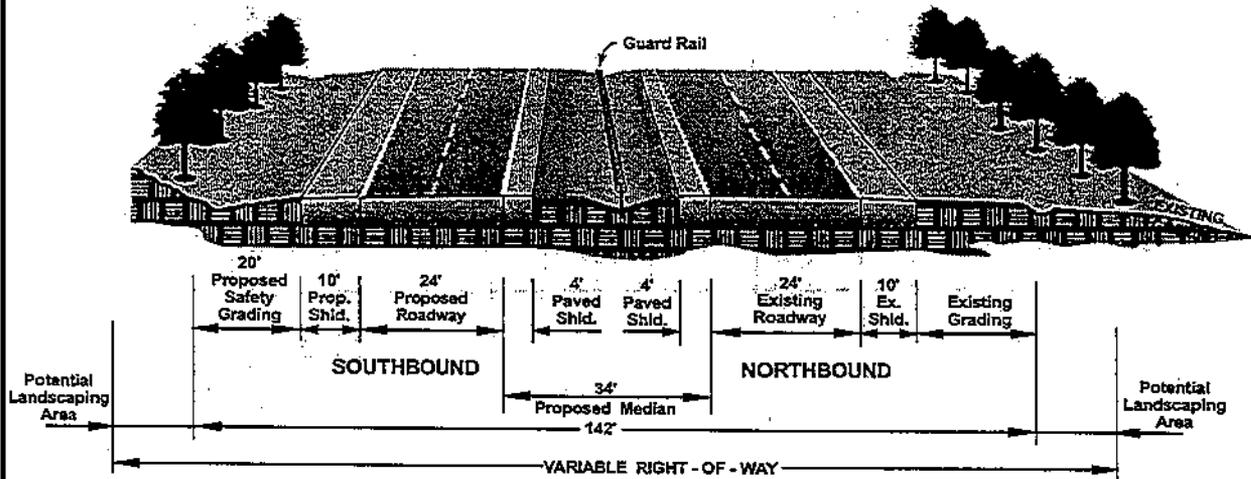
Rosemary Lane and MD 144 Summary of Environmental Impacts

ENVIRONMENTAL FACTORS	Rosemary Lane Interchange				MD 144 Interchange	
	Option 2	Option 2 with Avoidance	Option 4	Option 6	Option 4	Option 5
Socioeconomic Resources						
Right-of-way	11.7 acres	11.7 acres	5.0 acres	8.6 acres	36.4 acres	44.7 acres
Residential Relocations	2	2	2	2	2	2
Business Displacements	0	0	0	0	1	1
Active Farmland	N/A	N/A	N/A	N/A	2.8 acres	2.8 acres
Number of Farm Parcels	0	0	0	0	1	1
Public Parks	0	0	0	0	0	0
Public Facilities	0	0	0	0	0	0
Cultural Resources						
Archeological Sites	0	0	0	0	0	0
Historic Structures	0	0	0	0	0	0
Natural Resources						
Stream Crossings						
Stream impact **	2,757 lf	2,277 lf	2,608 lf	2,933 lf	1,634 lf	1,514 lf
100-Year Floodplain	1.60 acres	1.60 acres	1.65 acres	2.07 acres	0	0
Wetland	0.24 acres	0.24 acres	0.25 acres	0.24 acres	0.27 acres	0.26 acres
Forest	15.1 acres	14.7 acres	12.3 acres	13.6 acres	20.1 acres	20.9 acres
Federally Listed RTE Species	0	0	0	0	0	0
State Listed RTE Species	0	0	0	0	0	0

** Note: Includes 1:1 mitigation and replacement-in-kind stream impacts



**EXISTING
TYPICAL SECTION**



**PROPOSED
TYPICAL SECTION**

**MD 32 PLANNING STUDY
MD 108 TO I-70**

**Recommended Alternative
for Selection
Typical Sections**

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



Maryland
State Highway
Administration

September 2004

Figure I



MD 32 PLANNING STUDY
MD 108 TO I-70

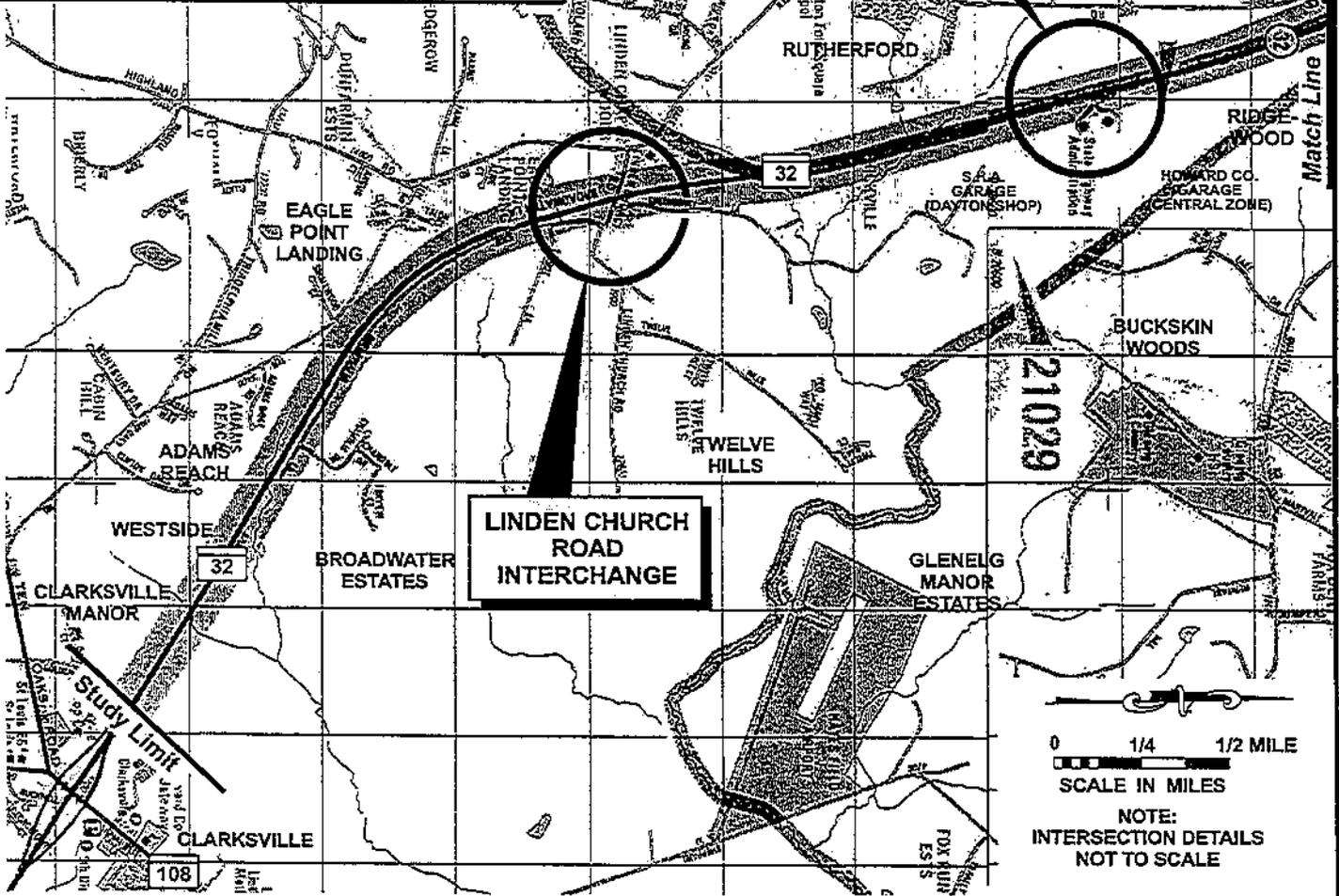
Recommended
Alternative for Selection
Proposed Interchange Locations



Maryland
State Highway
Administration

September 2004

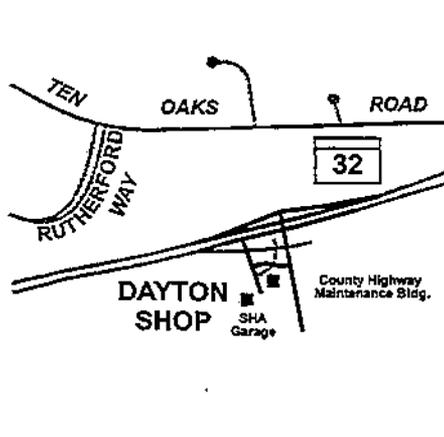
Figure
II-a



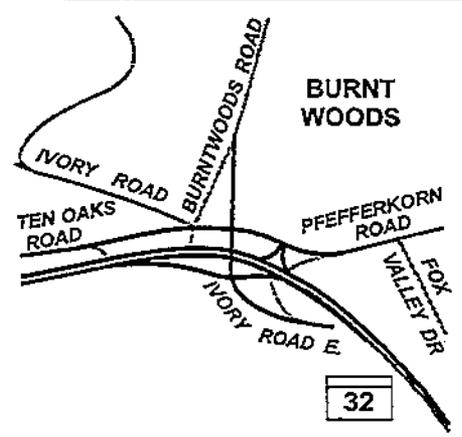
LINDEN CHURCH ROAD
INTERCHANGE - OPTION 2



DAYTON SHOP
INTERCHANGE - OPTION 1M

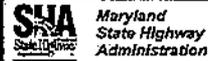


BURNTWOODS ROAD
INTERCHANGE - OPTION 3A



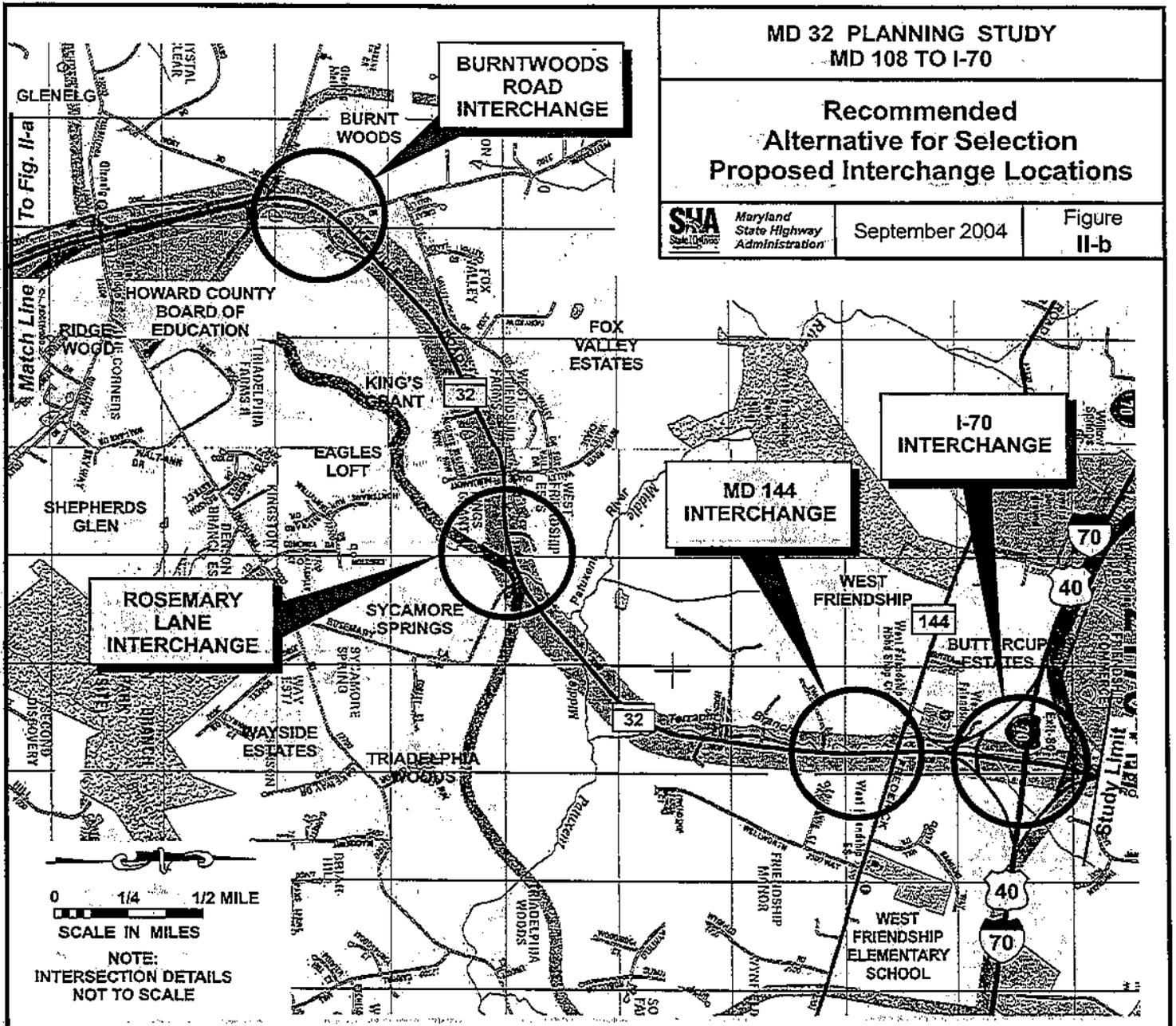
MD 32 PLANNING STUDY
MD 108 TO I-70

Recommended
Alternative for Selection
Proposed Interchange Locations



September 2004

Figure
II-b



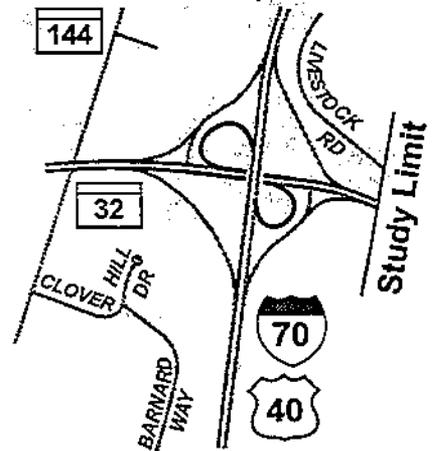
ROSEMARY LANE
INTERCHANGE

MD 144
INTERCHANGE

I-70
INTERCHANGE - OPTION 2

SEE FIGURE III-b

SEE FIGURE III-b



MD 32 PLANNING STUDY
MD 108 TO I-70

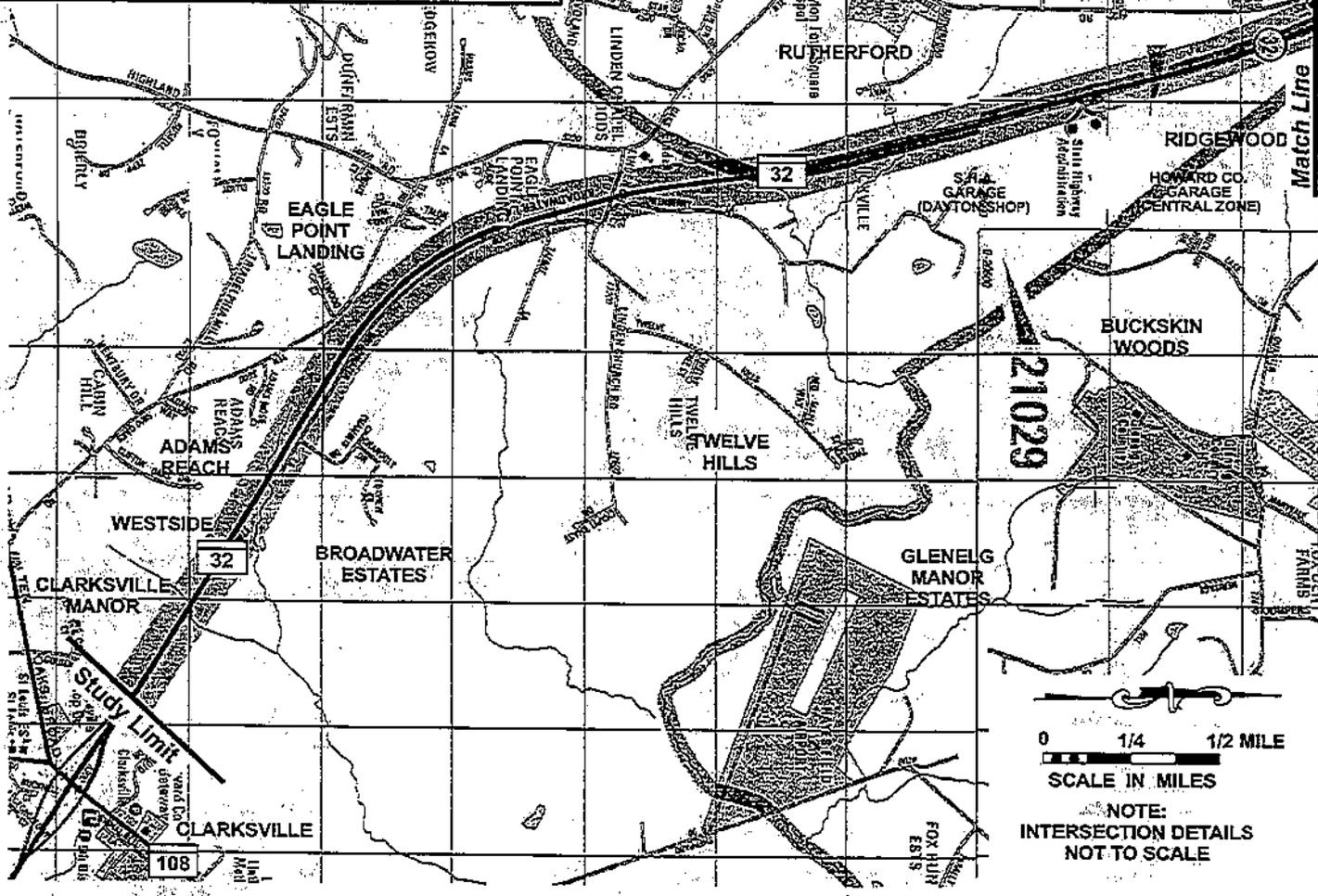
Rosemary Lane and MD 144
Interchange Options



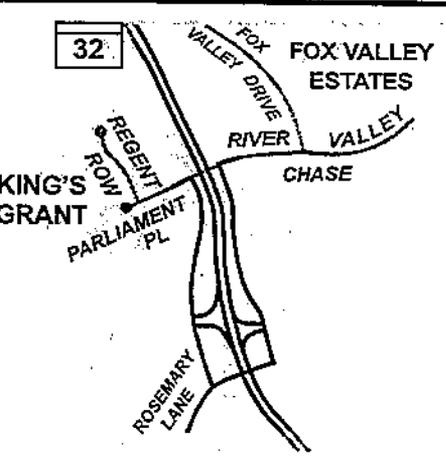
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State Highway
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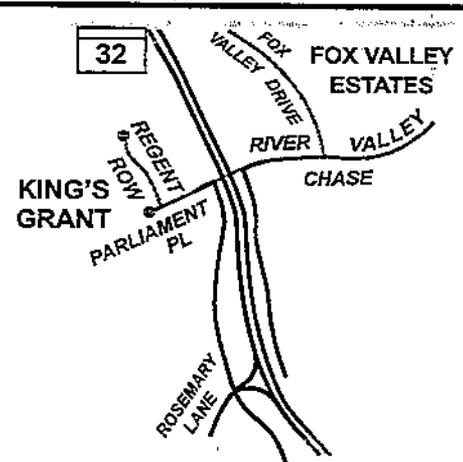
Figure
III-a



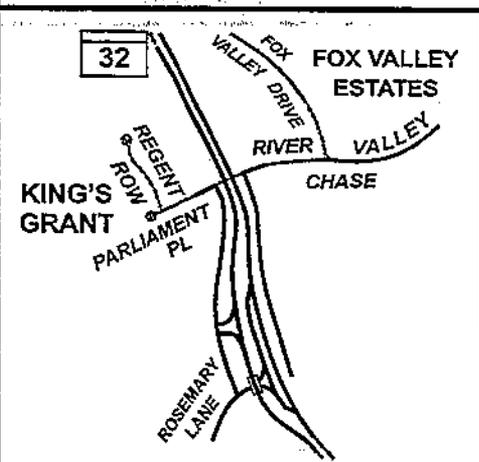
ROSEMARY LANE INTERCHANGE -
NEW OPTION 2



ROSEMARY LANE INTERCHANGE -
NEW OPTION 4



ROSEMARY LANE INTERCHANGE -
NEW OPTION 6



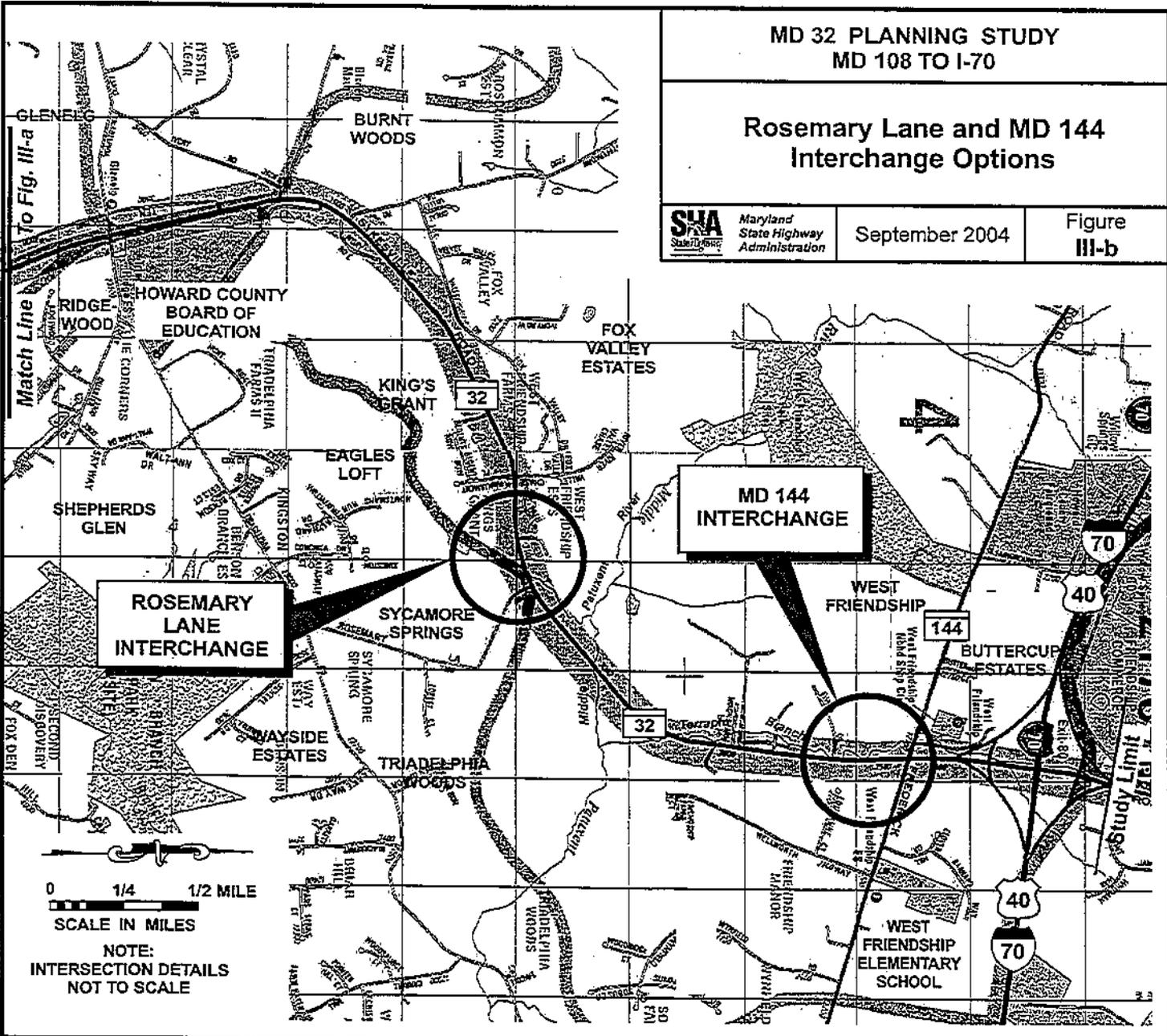
MD 32 PLANNING STUDY
MD 108 TO I-70

Rosemary Lane and MD 144
Interchange Options



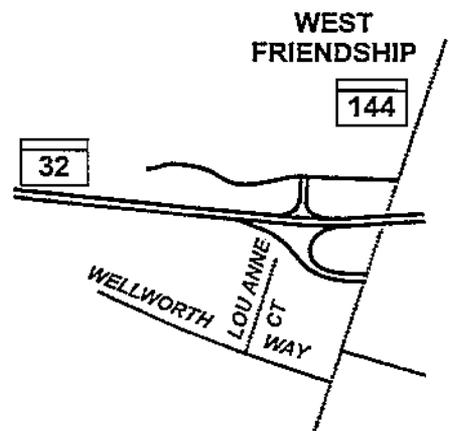
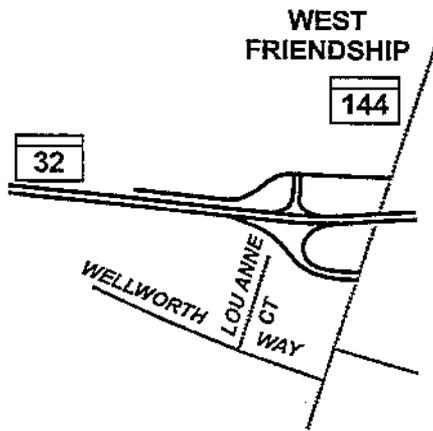
September 2004

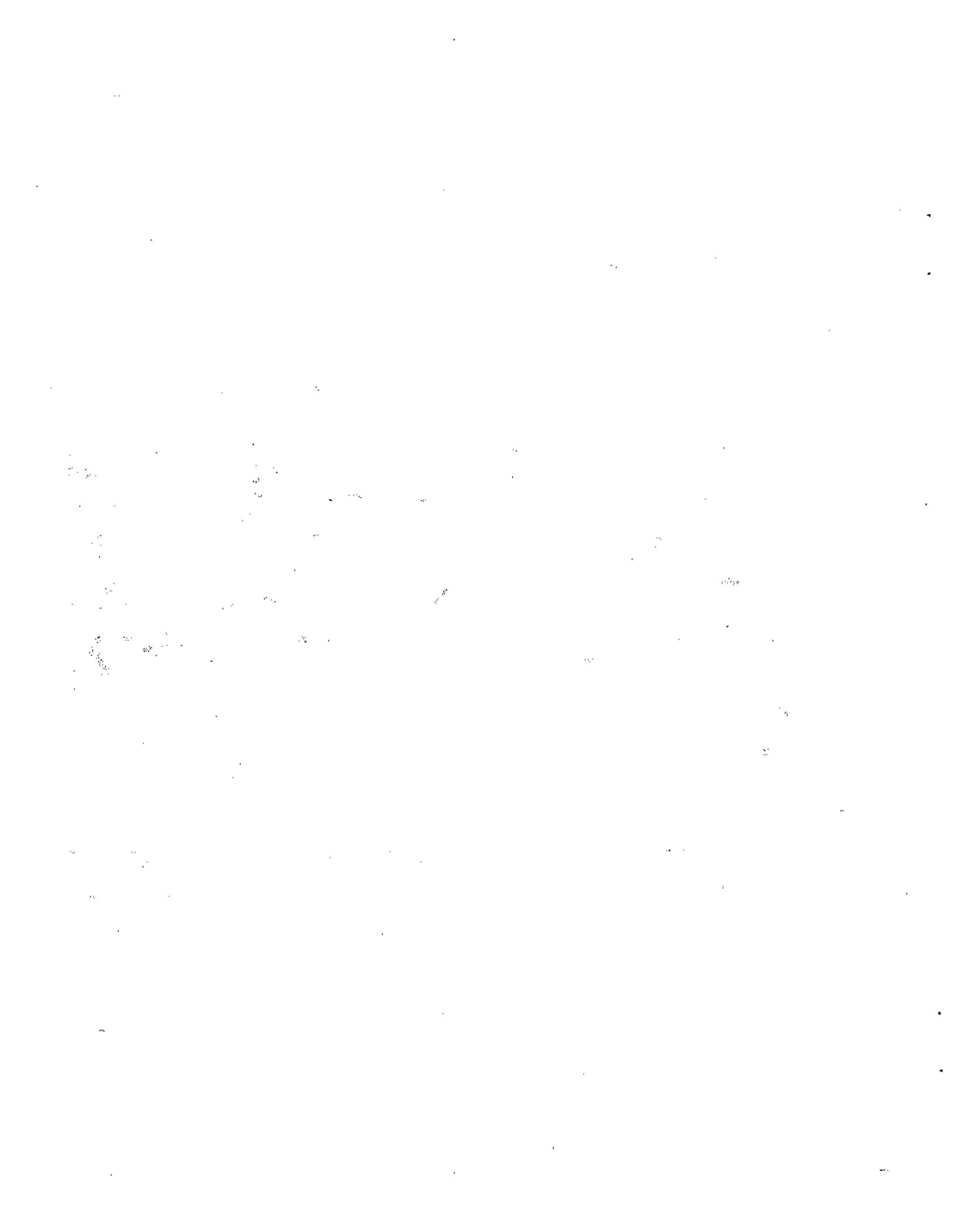
Figure III-b



MD 144 INTERCHANGE -
NEW OPTION 4

MD 144 INTERCHANGE -
NEW OPTION 5





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Project Manager**

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BOX 717
BALTIMORE, MD 21203-0717



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To help us improve our public involvement program, we would appreciate your thoughts on this **project brochure**.

Please circle the most appropriate number.

	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

Which part of the brochure was least valuable?

How can we improve the brochure?

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

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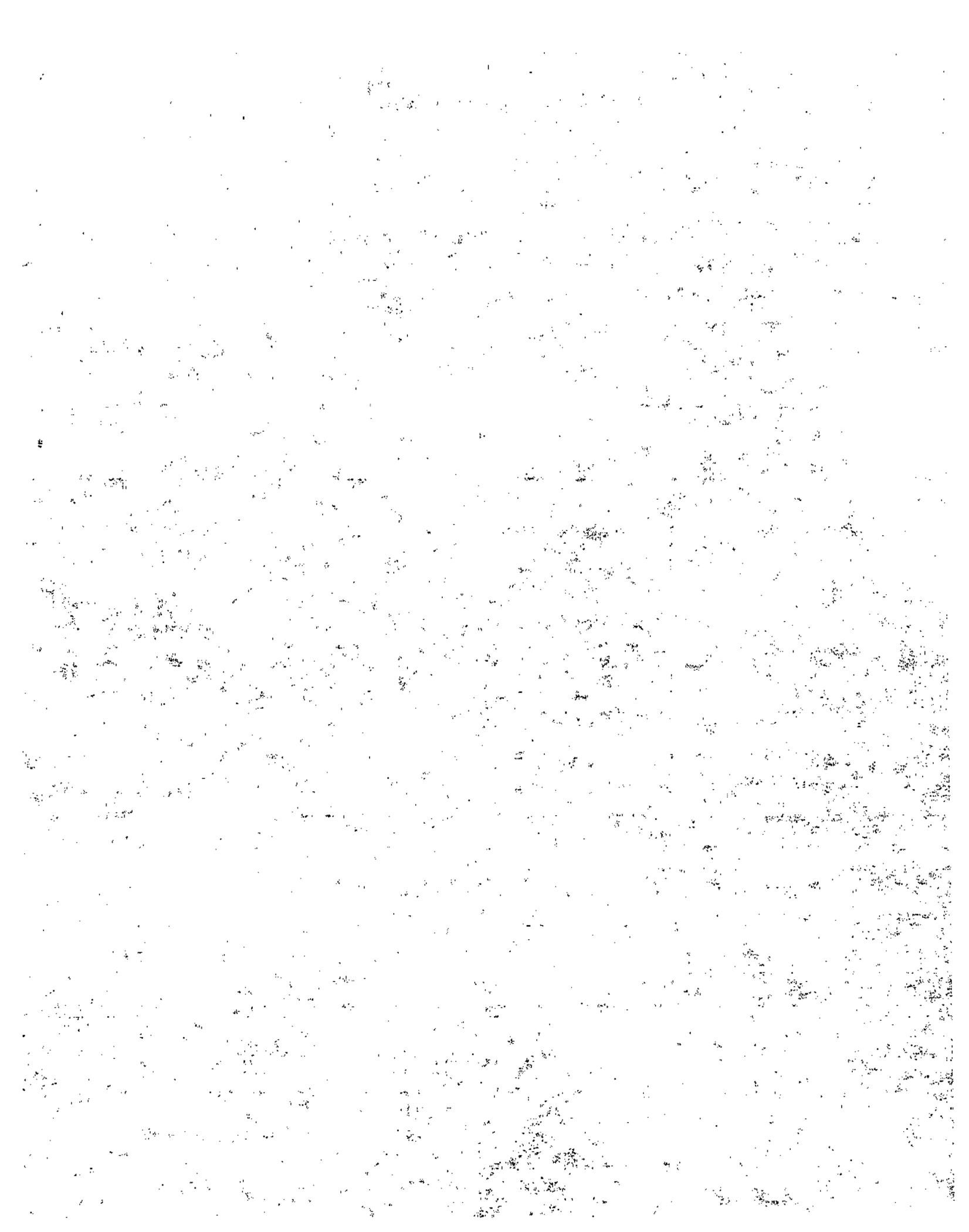
Maryland Department of Transportation

STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Public Involvement Section
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717



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Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21203

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Governor

Michael S. Steele,
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Robert L. Flanagan,
Secretary

Neil Pedersen,
Administrator

TO: