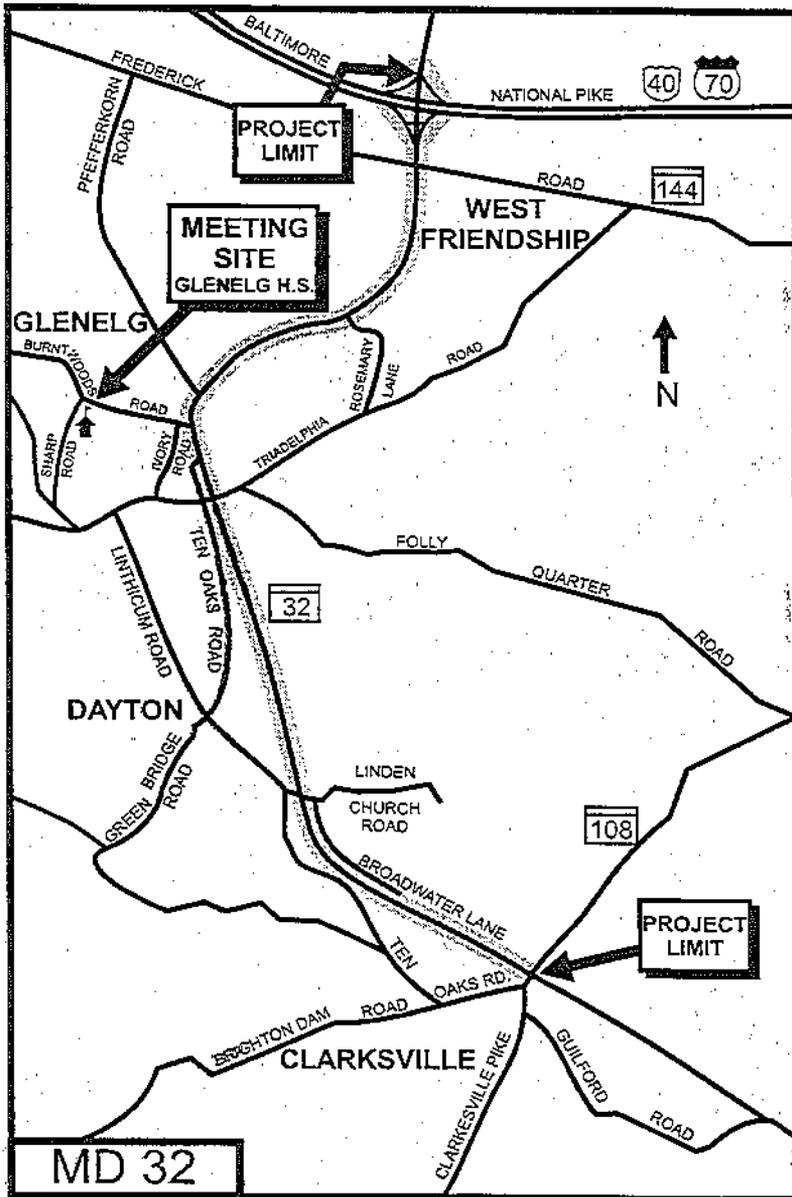




LOCATION / DESIGN PUBLIC HEARING

MARYLAND ROUTE 32 FROM MD 108 TO I-70



**THURSDAY
MARCH 18, 1999**

**Displays Available
5:30 PM**

**Presentation
7:00 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:

Ms. Heather Murphy

Project Manager

Project Planning Division

Maryland State Highway Administration

Mailstop C-301

707 North Calvert Street

Baltimore MD 21202

410-545-8571, Toll Free in Maryland 1-800-548-5026

hmurphy@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

We urge you to review this brochure to enhance your understanding of the proposed highway improvements being presented at the hearing. Names, addresses and telephone numbers of members of the project planning team are listed on the inside cover of this brochure. Inquiries should be directed to these persons for prompt attention.

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 short term and long term alternatives, including the No-Build Alternative.

PURPOSE OF THE HEARING

The purpose of this hearing is to:

- Update the public on the status of the study
- Present results of detailed engineering and environmental analyses conducted on the project alternatives, as well as congestion management analysis on the MD 32 corridor
- Receive public comments on the proposed alternatives, including formal oral and written statements to be included in the official transcript of this Combined Location/Design Public Hearing

This hearing's proceedings will be recorded. The official public hearing transcript will be available for review and copying at the State Highway Administration's (SHA) District 7 office in Frederick and at SHA headquarters in Baltimore, approximately eight weeks from the hearing date.

Displays of the proposed improvements will be available beginning at 5:30 p.m. Project information stations related to specific topics and alternatives will be set up throughout the meeting room. SHA representatives will be available to answer questions and discuss the project.

A formal presentation, which will last approximately 20 minutes, will begin at 7:00 p.m. After the presentation, there will be an opportunity to formally comment on the project.

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 hearing and provide input regarding issues that may affect the decision making process.

To submit comments to be included in the official hearing transcript, you may choose any or all of the following methods:

- Register to speak following the formal presentation
- Submit comments in private to the court reporter at the hearing
- Fill out the pre-addressed, postage-paid comment form included in this brochure
- Write or e-mail the SHA Project Manager, Ms. Heather Murphy (See Project Planning Team on inside cover)

Written comments and material for inclusion in the transcript will be accepted until April 30, 1999.

You may add your name and address to the project mailing list by using the brochure comment form or by contacting Ms. Murphy. 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 1999-2004 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 a Howard County priority letter, a planning study of all potential improvements on MD 32 north of Clarksville was initiated in July of 1995. In February 1996, a Focus Group comprised of area residents was formed to assist SHA in the development of preliminary improvement concepts.

In June 1996, SHA presented preliminary alternatives at an Alternates Workshop. Since then, the study team has coordinated extensively with communities throughout the project corridor, as well as Federal and State environmental regulatory agencies, in an effort to improve the preliminary alternatives by minimizing impacts to the human and natural environments as well as serving the transportation needs of the corridor.

An Informational Workshop was conducted in June 1998 to present the results of more detailed engineering for the alternatives and associated environmental analyses. The results of these analyses have been compiled and are presented in the Draft Environmental Impact Statement, which is now available for review and comment at the Howard County Library and Government offices as well as local SHA facilities.

EXISTING CONDITIONS

MD 32, between MD 108 and I-70, is a two-lane open section roadway with ten-foot shoulders. Within the study limits there are ten at-grade intersections, five of them are signalized. In addition, there are numerous private and common driveways with direct access to MD 32.

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

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 driveways.

This nine-mile section of MD 32 represents the last two-lane and undivided section of the 40 mile Patuxent Freeway, which stretches from Annapolis to I-70 and includes portions of US 50, I-97 and MD 32 up to I-70. South of the study area, MD 32 is generally a four-lane, divided highway with a 54 foot median and full controls of access.

SMART GROWTH

This project is located outside the Priority Funding Area designated by Howard County under the Smart Growth Act. Issues regarding the compatibility of this project with Smart Growth principles and the ability to spend State funds under the priority funding statute are being investigated.

PROJECT NEED

Accidents/Safety

During the three-year study period, 1996 through 1998, the total accident rate was within the range of statewide averages for similar type roadways. Additionally, there were no High Accident Locations identified within the study limits for 1996 and 1997. High Accident Locations for 1998 are not currently available.

There was, however, a significant increase in the overall number of accidents in 1997 and 1998 compared to earlier years. 1998 data is unedited and might change slightly.

In 1997 and 1998 there were respectively 74 and 70 reported accidents on MD 32 within the study limits compared to 51 in 1996 and 40 in 1995. In addition, two fatal accidents in 1997 and four in 1998 have resulted in seven fatalities in the last two years. There were no fatal accidents in 1996 or 1995.

The number of rear end collisions has also significantly increased. There were 10 rear end collisions in 1996 and 11 in 1995. In 1997 and 1998 there were 27 and 31 rear end collisions, respectively.

The rates for fatal, property damage, rear end and truck related accidents are all significantly higher than the statewide average.

The increase in overall accidents since 1996 might be attributable to significant increases in Average Daily Traffic (ADT). Intersection congestion and driver expectancy may also be contributing factors, particularly with regard to the increase in rear end collisions. As congestion on MD 32 increases, accident rates are expected to increase.

Travel Demand/Congestion

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 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 63-68%. 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.

All of the intersections along MD 32 south of MD 144 are experiencing failing conditions during the morning peak period. The intersection at Ten Oaks Road is failing during the evening peak hour as well. 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 and a greater potential for accidents.

**ALTERNATIVES CURRENTLY
UNDER CONSIDERATION**

Congestion Management System

A Maryland Congestion Management System (CMS) study was conducted for a much larger transportation corridor (Corridor #24), which includes MD 32 from I-70 to Annapolis. The CMS study report recommended detailed consideration of highway improvements and indicated that strategies such as HOV lanes or enhanced public transit improvements would not address the long term travel demand within the limits of the MD 32 project planning study.

The CMS report also recommended the implementation of Transportation Systems Management (TSM) strategies, where feasible. These are small projects that address traffic safety and congestion problems through the improved management and use of existing transportation facilities, such as modified signal timing or intersection improvements.

A number of TSM measures have been developed and implemented by the State Highway Administration's District 7 Office during the course of this planning study. These improvements as well as other future TSM measures to be implemented by the District are a part of the No-Build Alternative.

To further address safety concerns in the short term, larger scale TSM measures and staging options of the long-term alternatives are being examined and will be presented at the Hearing.

This project supports the CMS recommendation to support Howard County's intention to prohibit extension of water and sewer facilities into the western part of the County by considering only options that include full control of access along MD 32, which will help the County limit development in the area.

Major Investment Study (MIS)

The MD 32 project has been developed consistent with MIS requirements. Consultation has been initiated with the Baltimore Regional Transportation Steering Committee.

No-Build Alternative

No major improvements are proposed under the No-Build Alternative. Various TSM measures are included in this alternative. The CMS report recommended the implementation of these types of measures, where feasible, in addition to the development of highway widening alternatives. Many of these improvements have already been completed, such as:

- Traffic signal and striping for left turn lanes at Ten Oaks Road
- Restriping for left-turn lanes at River Valley Chase/Parliament Place
- Resurfacing and raised pavement markers on various sections of MD 32
- Traffic signals and protected left-turn lanes at East and West Linden Church Roads
- Signs suggesting headlight usage during the day
- Lighting at all public street intersections along MD 32

In addition, the following improvements are programmed for future implementation:

- Traffic signals and lengthening of the left turn storage lanes on MD 32 at the intersections with the I-70 ramps.
- Resurfacing and raised pavement markers on MD 32 to be completed

Other minor, short-term improvements would continue to occur as part of normal maintenance and safety operations. These and future larger scale TSM improvements that may be implemented are not expected to address the long-term needs of the corridor.

Build Alternatives

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). Conceptual roadside and median landscaping designs that could be incorporated within the proposed right-of-way of the build alternatives have also been developed.

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).

Build Alternative I (See Map on Figure III)

MD 32 Mainline Widening

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

Linden Church Road Interchange - Option 2
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
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.

Burntwoods Road Interchange - Option 2
This interchange would require shifting MD 32 to the east to flatten the existing curve. A slightly relocated Burntwoods 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 Burntwoods 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
At the Rosemary Lane interchange, 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.

Nixon's Farm Lane Interchange - Option 2

This interchange would include low speed right-in/right out access ramps between MD 32 and frontage roads. The frontage roads would connect several private and common driveways on both sides of the roadway to Nixon's Farm Lane, 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 extension of Wellworth Way.

MD 144 Interchange - Option 3 Modified

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 and the ramps.

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 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 (See Map on Figure III)

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 Lane Interchange

Build Alternative II does not include an interchange option at Nixon's Farm Lane.

MD 144 Interchange - Option 4

This option would provide one interchange for all of the movements at MD 144 and Nixon's Farm Lane. The configuration is similar to that used for Option 3 Modified, of Build Alternative I, however a frontage road would be provided 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.

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 extension of Wellworth Way.

ENVIRONMENTAL SUMMARY

A detailed analysis was performed to determine the potential socio-economic and natural environmental impacts of the alternatives under consideration. These impacts are summarized in the Summary of Impacts and Costs table.

Natural Resources

Non-tidal wetlands and Waters of the U.S. associated with study area streams and their tributaries would be affected by the proposed project. Wetland impacts resulting from either build alternative would total less than 4 acres, and impacts to 100-year floodplains total approximately 14 acres. Approximately 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 Natural Resources as Use I 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 Maryland Department of the Environment, 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 either build 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 State and National Ambient Air Quality Standards will not be exceeded under the no-build or the build alternatives.

The projected noise levels for the design year (2020) will 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 Areas (NSAs).

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.

The build alternatives 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 potentially eligible for the National Register of Historic Places. However, because the site is located outside of the proposed construction limits for the build alternatives, 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 build alternatives would have a no adverse effect on cultural resources, but has recommended that a landscaping buffer be maintained in the vicinity of the corncrib for mitigation.

**REMAINING STEPS IN THE
PROJECT PLANNING PROCESS**

- 1) Evaluate and assess public and agency comments from the hearing
- 2) Recommend preferred alternative to the State Highway Administrator
- 3) Complete and distribute the Final EIS addressing the selected alternative
- 4) 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, 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**

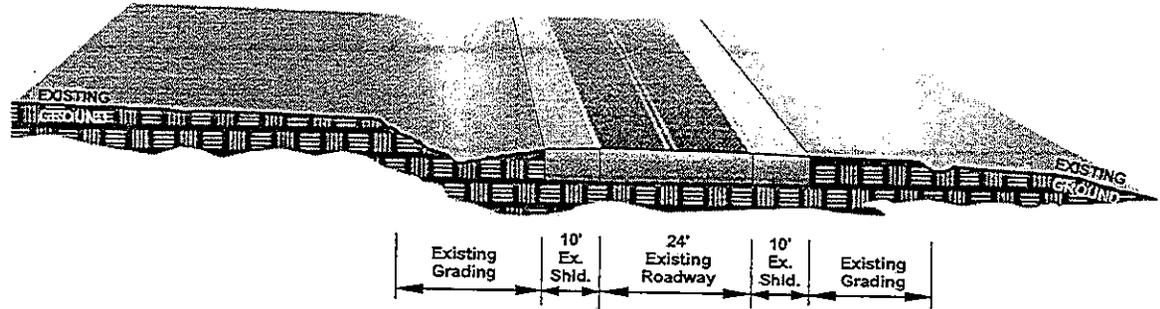
Advertisements were placed in the following newspapers:

Washington Post
Baltimore Sun
Howard County Times
Carroll County Times

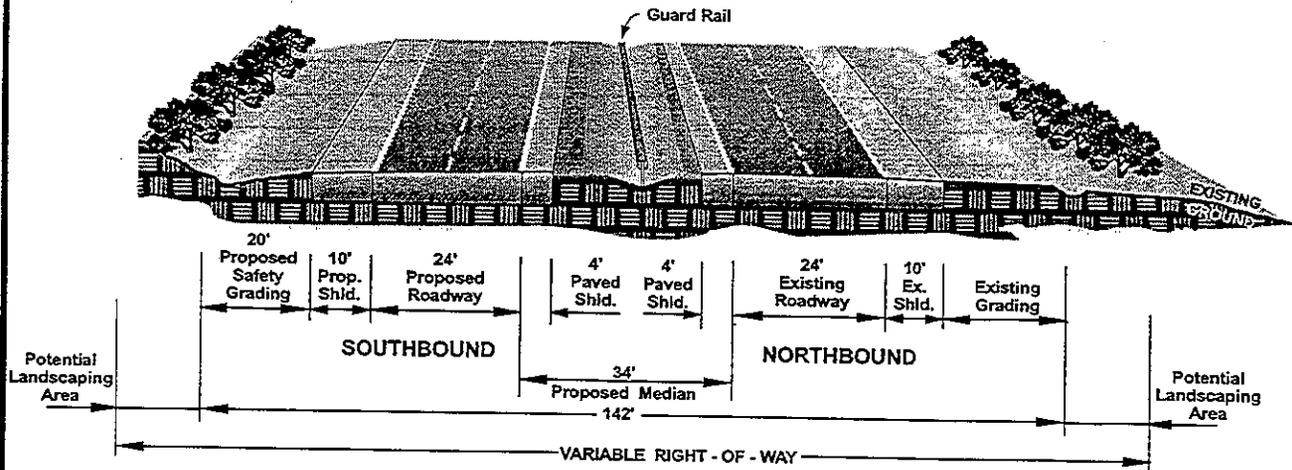
A news release was distributed to all local newspapers and public service announcements were furnished to radio stations serving the project area.

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**

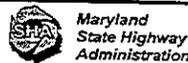


**PROPOSED
TYPICAL SECTION**

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

**Build Alternatives I & II
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.



March 1999

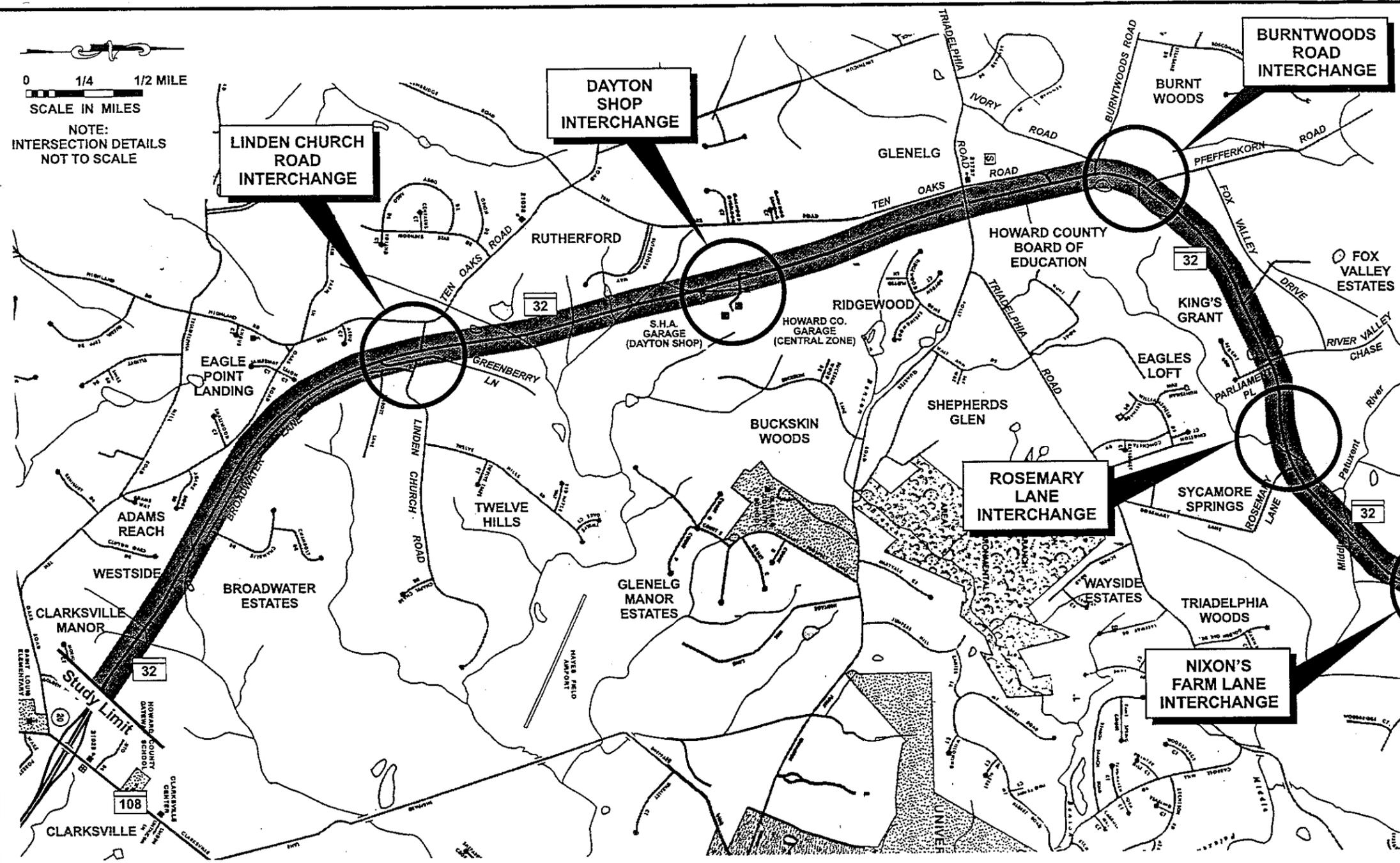
Figure I

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
	FARMLAND PARCELS	-	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
	FARMLANDS	-	23.5	21.5
	COMMERCIAL	-	2.5	2.5
	INSTITUTIONAL	-	1.5	1.5
	TOTAL	-	101.5	89.0
ENVIRONMENTAL IMPACTS	WETLANDS (acre)	-	3.3	2.2
	100 YR. FLOOD PLAIN (acre)	-	14	14
	WOODLANDS (acre)	-	73.1	71.5
	HISTORIC (each)	-	0	0
	STREAM IMPACTS (LF)	-	8,940	8,360
	STREAM CROSSINGS (each)	-	20	20
TOTAL ESTIMATED COSTS (Millions of dollars) *		-	\$156-\$161	\$142-\$147

* Total estimated costs include right-of-way.

FIGURE II



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

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.

Please circle the most appropriate number

	Poor			Excellent	
Was the brochure well laid out and easy to follow?	1	2	3	4	5

Comments: _____

Was each part of the brochure easy to understand?	Poor			Excellent	
Purpose of Study	1	2	3	4	5
Purpose of Hearing	1	2	3	4	5
How to Comment on the Project	1	2	3	4	5
Program Status	1	2	3	4	5
Project History	1	2	3	4	5
Existing Conditions	1	2	3	4	5
Smart Growth	1	2	3	4	5
Project Need	1	2	3	4	5
Alternatives Currently Under Consideration	1	2	3	4	5
Environmental Summary	1	2	3	4	5
Remaining Steps in the Project Planning Process	1	2	3	4	5
Typical Sections	1	2	3	4	5

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? _____

Thank you for answering this questionnaire. You may either leave it at the receptionist's table as you leave or return it by mail.

