



WELCOME

**MD 223 (Piscataway Road)
Steed Road to MD 5**

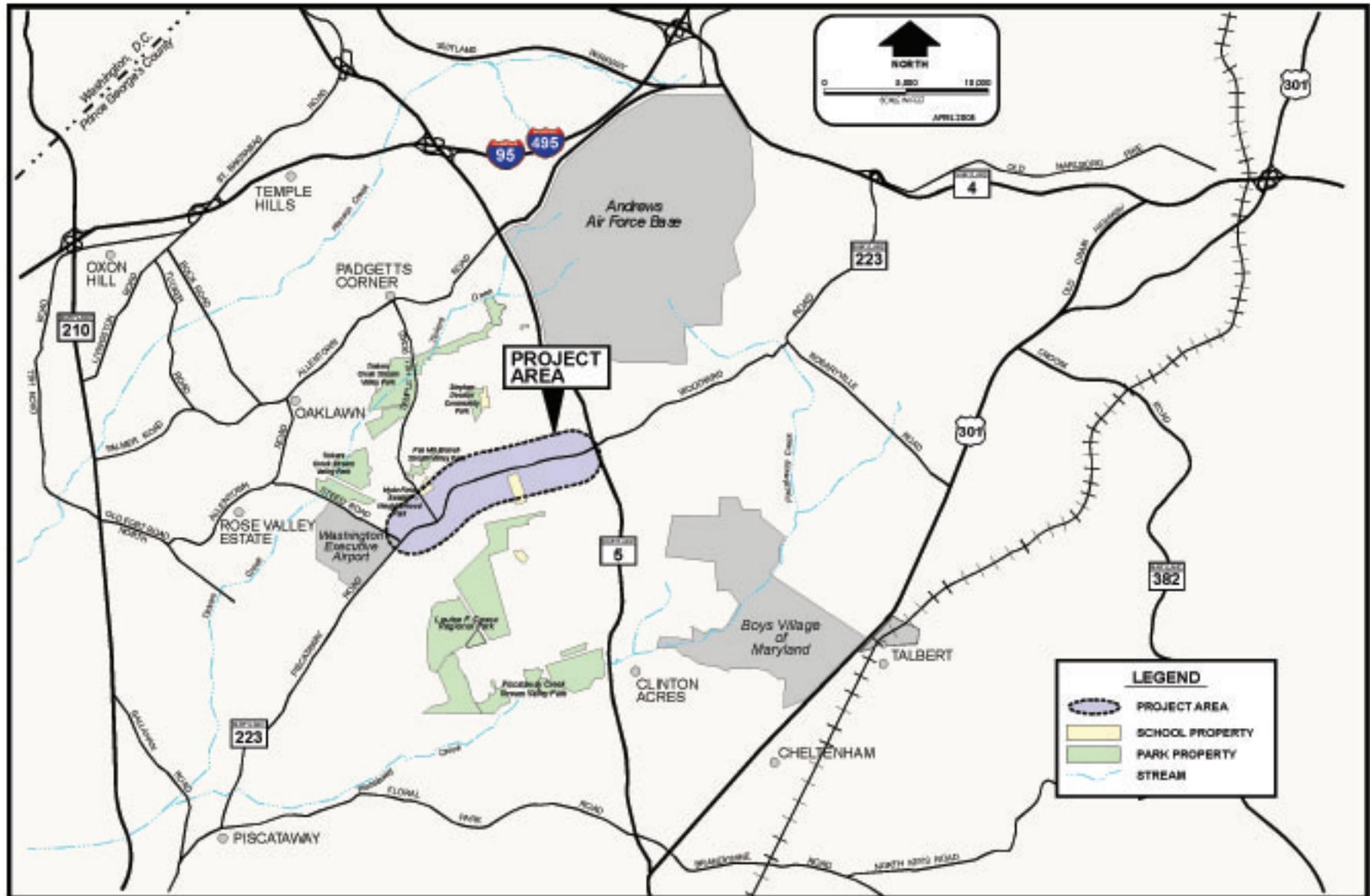
Informational Public Workshop



PURPOSE OF THE WORKSHOP

- **To present information about the MD 223 project**
- **To explain how the planning study will proceed**
- **To get you involved and receive your input**

LOCATION MAP



EXISTING CONDITIONS

- **Two-lane open section roadway from Steed Road to Gwynndale Drive**
- **Four-lane open section roadway from Gwynndale Drive to MD 5**
- **40 MPH from Steed Road to Pella Place**
- **35 MPH from Pella Place to MD 5**
- **Primary east-west road serving Clinton**
- **Five signalized intersections**
- **Multiple driveways**
- **Intermittent sidewalks on both sides**
- **Shared-use roadway/bike-lane**



TELL US ABOUT YOUR COMMUNITY

- **Where do you live?**
- **How does MD 223 (Piscataway Road) affect your community?**
- **What are the biggest problems that need to be addressed?**
- **In the project area, please tell us about any:**
 - **Sensitive environmental areas**
 - **Important community facilities, parks, schools, churches, etc.**
 - **Minority and/or low-income populations**
- **How important are these issues to you?**
 - **Traffic congestion**
 - **Turning lanes**
 - **Pedestrian safety**
 - **Bicycle safety**
 - **Noise**
 - **Landscaping**
 - **Others**
- **What should be the project team's highest priority?**
- **What else should the project team know about?**

PROJECT PURPOSE AND NEED SUMMARY

- **Improve safety along MD 223 from Steed Road to MD 5 for motorists, pedestrians, and bicyclists**
- **Provide additional capacity along MD 223 to accommodate existing and future traffic volumes**
- **Provide enhanced transportation network connectivity between MD 5 and Steed Road**
- **Improve access to the residences, schools, places of worship, and businesses along the corridor**

WHAT IS A PURPOSE AND NEED STATEMENT?

- ***The Purpose:***
An overall statement of the project's transportation objectives
- ***The Need:***
An explanation of conditions that may need to be changed or problems that need to be remedied
- **Together, the Purpose & Need should reflect the surrounding communities' and stakeholders' transportation issues that the project will address and try to remedy**

PROJECT BACKGROUND

- **Current MD 223 Project Planning Study Area extends from Steed Road to MD 5 for approximately 2.7 miles.**
- **Previous Project Planning studies for MD 223 include:**
 - **From MD 5 to MD 4 (1970s) - resulted in upgrade of MD 223 to a four-lane divided highway and an interchange at MD 5**
 - **From Temple Hill Road to MD 4 (1990s) - resulted in intersection improvements along the corridor**

CRASH DATA

TYPE/YEAR	2003	2004	2005	TOTAL	STUDY RATE	STATE RATE
MD 223: Steed Road to Mike Shapiro Drive/Simpson Lane Number of Accidents by Type (2003-2005)						
Fatal	0	0	2	2	2.7	1.3
Number Killed	0	0	2	2	-	-
Injury	51	44	34	129	176.4*	99.7
Number Injured	88	65	55	208	-	-
Property Damage	47	51	62	160	218.8*	138.2
Total Accidents	98	95	98	291	398.0*	239.1

CRASH TYPES						
Opposite Direction	5	5	10	20	27.4*	11.0
Rear End	33	23	32	88	120.4*	79.6
Sideswipe	4	9	7	20	27.4*	15.6
Left Turn	15	20	7	42	57.4*	26.7
Angle	24	21	22	67	91.6*	43.3
Pedestrian	1	2	4	7	9.6	6.3
Parked Vehicles	1	1	0	2	2.7	5.2
Fixed Object	2	3	8	13	17.8	27.6
Other	13	11	8	32	43.8	17.7
Truck Related Accident	3	2	1	6	8.2	14.6

Significantly high accident categories are indicated in the table in bold along with an asterisk ().*

TRAFFIC ANALYSIS

Level of Service (LOS)

Intersection	Existing (2007)		Future (2030) No-Build	
	AM	PM	AM	PM
	LOS(V/C)	LOS(V/C)	LOS(V/C)	LOS(V/C)
Mike Shapiro Dr/Simpson Ln [^]	A(0.46)	A(0.52)	A(0.61)	B(0.66)
Clinton Park Crossing Center	A(0.49)	A(0.51)	B(0.65)	B(0.65)
Stuart Lane	A(0.50)	B(0.63)	B(0.69)	C(0.81)
MD 5 [^]	B(0.68)	C(0.74)	D(0.87)	D(0.88)
Woody Terrace Road	B(0.67)	B(0.70)	D(0.86)	D(0.90)
Pine View Lane [^]	A(0.56)	A(0.60)	C(0.74)	C(0.78)
Old Branch Ave/Brandywine [^]	E(0.93)	D(0.90)	F(1.43)	F(1.38)
with Improvements*	A(0.58)	B(0.64)	C(0.80)	F(1.02)
Garden Drive/Surrattsville HS	C(0.77)	A(0.45)	F(1.01)	B(0.68)
Hardesty Dr/Surrattsville Dr	A(0.46)	A(0.41)	B(0.87)	B(0.64)
Church Ent/Gwynndale Drive	C(0.77)	C(0.81)	F(1.13)	F(1.33)
with Improvements*	A(0.48)	A(0.47)	B(0.69)	C(0.76)
Dixon Dr./PG CO Health Center	B(0.68)	C(0.73)	F(1.03)	F(1.17)
with Improvements*	A(0.41)	A(0.44)	A(0.61)	B(0.69)
Greenfield Lane	B(0.64)	B(0.63)	E(0.99)	E(0.99)
with Improvements*	A(0.37)	A(0.36)	A(0.56)	B(0.56)
Temple Hill Road [^]	B(0.72)	E(0.97)	F(1.23)	F(1.55)
with Improvements*	B(0.65)	C(0.76)	F(1.06)	F(1.22)
with Improvements**	A(0.59)	A(0.62)	E(0.97)	E(0.99)
Steed Road [^]	D(0.87)	C(0.79)	F(1.32)	F(1.19)
with Improvements*	A(0.62)	A(0.53)	C(0.76)	C(0.74)

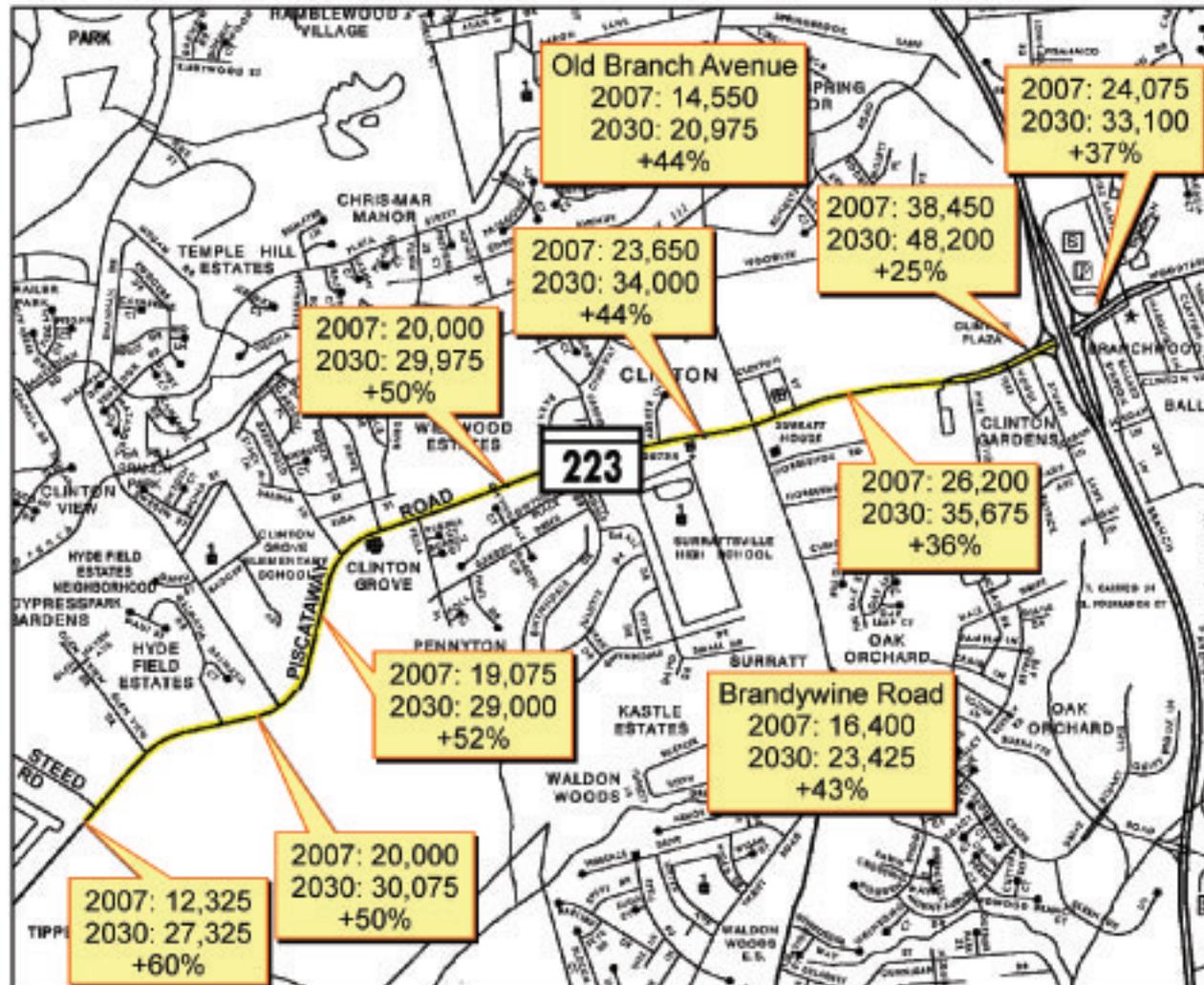
[^] Currently signalized

* Developer proposed intersection improvements

** Developer & County proposed improvements

TRAFFIC VOLUMES

Average Daily Traffic (ADT)

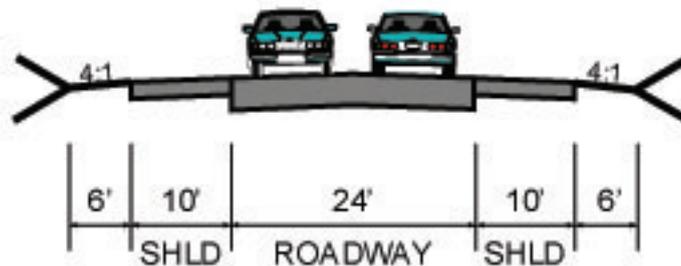


EXISTING MAINLINE TYPICAL SECTIONS

TWO-LANE OPEN SECTION

(Generally West of Hardesty Drive)

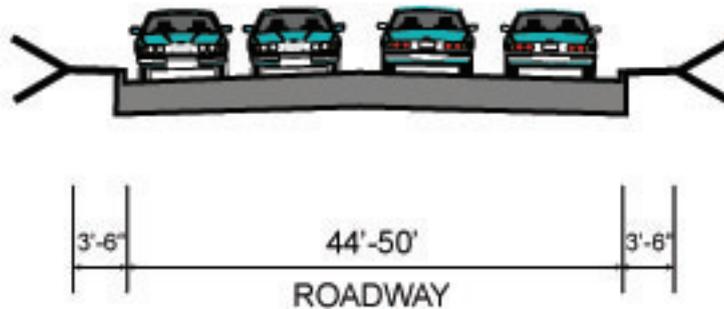
Not to Scale



FOUR-LANE CLOSED SECTION

(Generally East of Hardesty Drive)

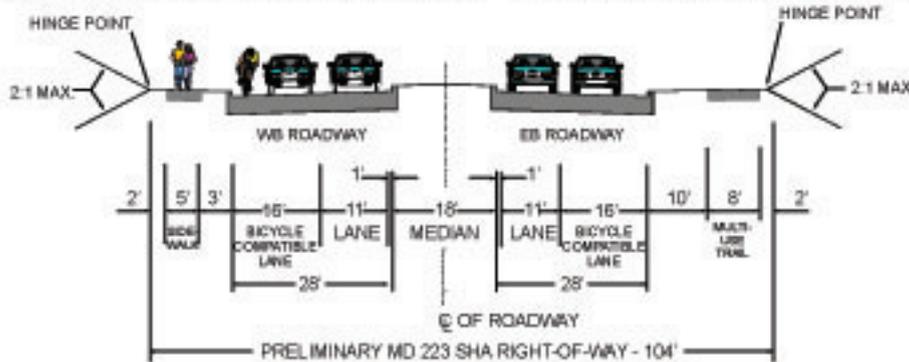
Not to Scale



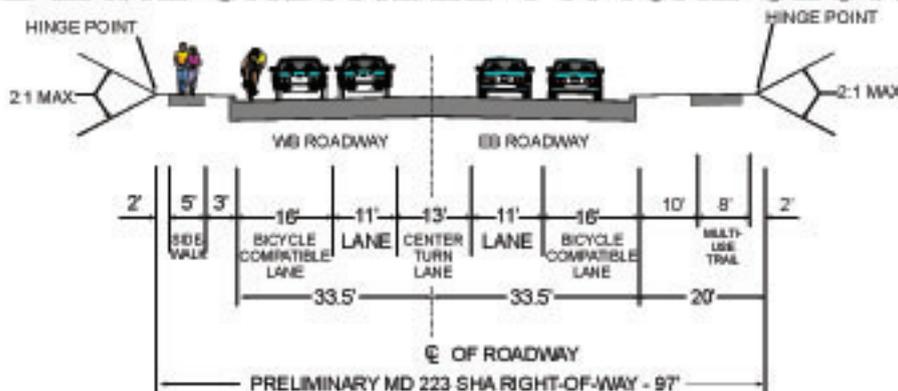
NOTE: Existing ROW width varies, but is generally 80 feet.

PROPOSED MAINLINE TYPICAL SECTIONS (Not to Scale)

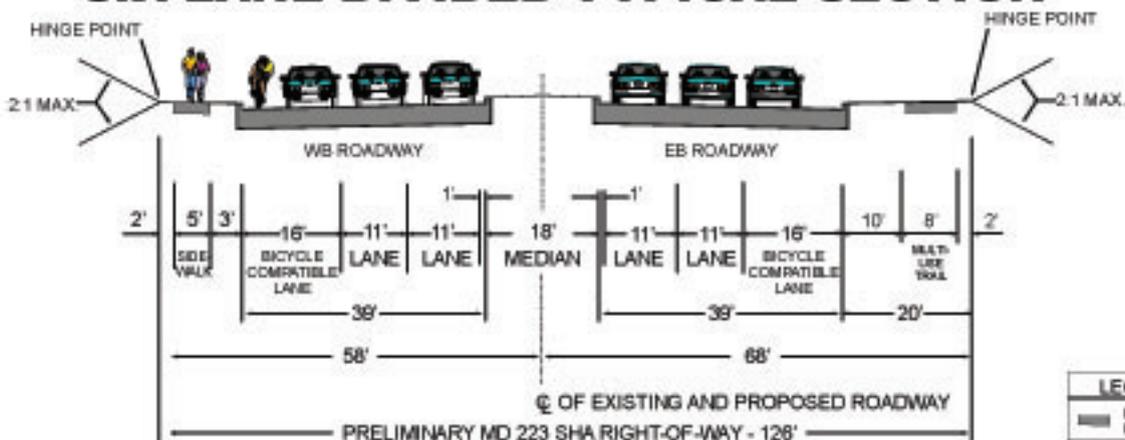
FOUR-LANE DIVIDED TYPICAL SECTION



FIVE-LANE UNDIVIDED TYPICAL SECTION



SIX-LANE DIVIDED TYPICAL SECTION



LEGEND	
	PROPOSED ROADWAY
	EXISTING ROADWAY

NOTE: Existing ROW width varies, but is generally 80 feet.

COMMUNITY CONSIDERATIONS

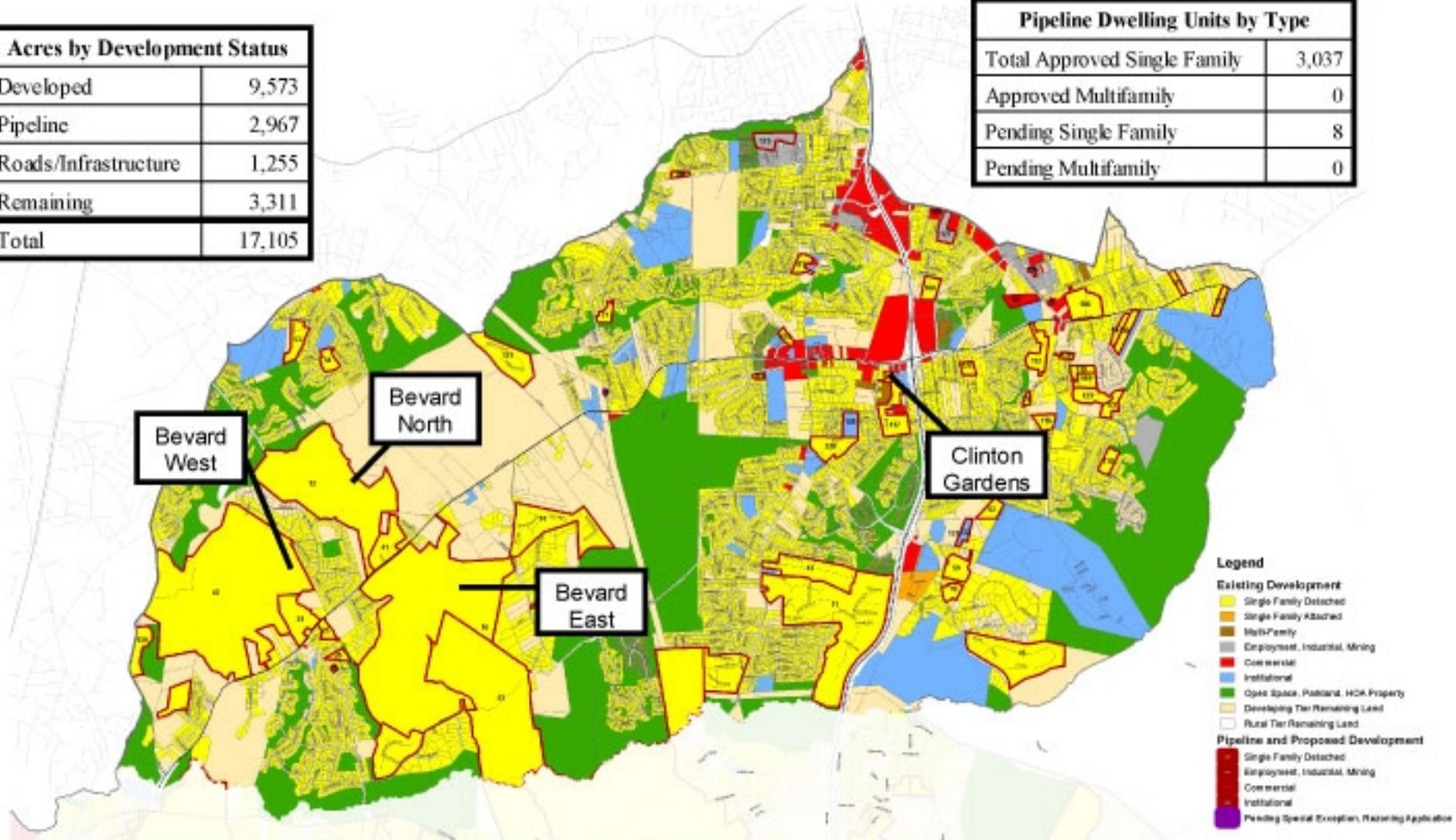
The strategy of working with community partners to make a transportation improvement that is sensitive to community values and that enhances a community is known as Context Sensitive Solutions (CSS). The goal of CSS is to develop highway projects that address safety, mobility, and the preservation of scenic, aesthetic, historic, and environmental resources. CSS considers the total context in which a transportation improvement project will exist. Design considerations for the MD 223 project include:

- Landscaping
- Ornamental lighting
- Community signs
- Bicycle and pedestrian access
- Crosswalks
- Resource preservation
- “Sense of place”

LAND USE AND DEVELOPMENT

Acres by Development Status	
Developed	9,573
Pipeline	2,967
Roads/Infrastructure	1,255
Remaining	3,311
Total	17,105

Pipeline Dwelling Units by Type	
Total Approved Single Family	3,037
Approved Multifamily	0
Pending Single Family	8
Pending Multifamily	0



- Legend**
- Existing Development**
- Single Family Detached
 - Single Family Attached
 - Multi-Family
 - Employment, Industrial, Mining
 - Commercial
 - Institutional
 - Open Space, Parkland, HCR Property
 - Developing Tier Remaining Land
 - Rural Tier Remaining Land
- Pipeline and Proposed Development**
- Single Family Detached
 - Employment, Industrial, Mining
 - Commercial
 - Institutional
 - Pending Special Exception, Rezoning Application

PROJECT SCHEDULE

- **Project Initiation - Fall 2007**
- **Informational Public Workshop - April 2008**
- **Final Purpose and Need - May 2008**
- **Alternates Public Workshop - Winter 2008 / 2009**
- **Alternatives Retained for Detailed Study - Spring 2009**
- **Engineering and Environmental Analyses - Fall 2009**
- **Draft Environmental Document - Spring 2010**
- **Location / Design Public Hearing - Spring 2010**
- **Preferred Alternative - Summer 2010**
- **Final Environmental Document - Summer 2011**
- **Location / Design Approval - Summer 2011**



WE WANT TO HEAR FROM YOU!

**Please place your comment cards in the box.
SHA appreciates your attendance at the
MD 223 (Piscataway Road) Informational
Public Meeting.**

