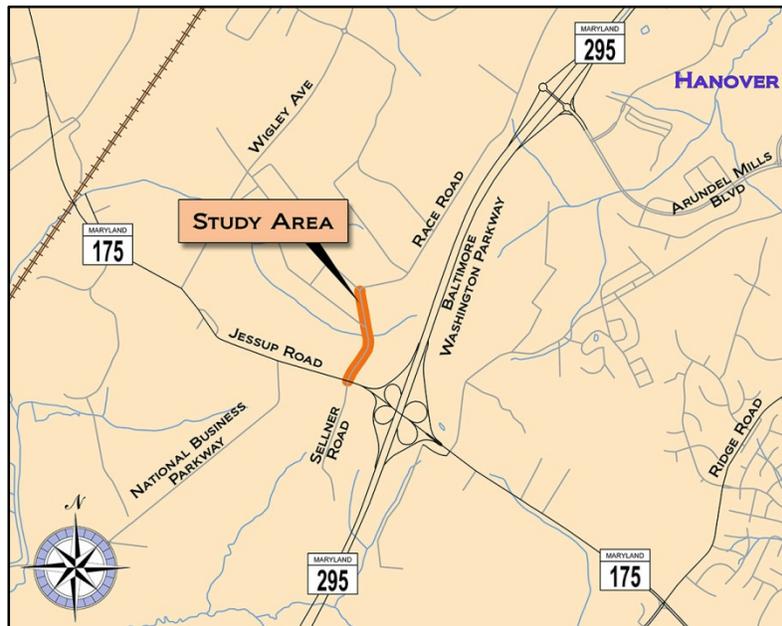


Race Road/Jessup Village Planning Study (H550601) Project Newsletter – Spring 2015

Project Description

The Study Team, consisting of staff from Anne Arundel County (Department of Public Works and Department of Planning and Zoning) and the Maryland State Highway Administration (SHA) (Regional and Intermodal Planning Division and District 5), has completed the Race Road/Jessup Village Planning Study to investigate the recommendation of the 2004 *Jessup/Maryland City Small Area Plan* to utilize the grid of platted “paper roads” within the Jessup Village to reduce turning movements along Jessup Road (MD 175), as well as the proposed realignment of Race Road to the west in order to reduce the current congestion and crash potential. The study area is shown in the figure below:



Study Area

Purpose and Need

Current traffic operations, the number and spacing of mainline MD 175 access points, and future travel demand are factors that have led to the need for improvements to this roadway. In addition, the short distance between the Race Road/Selner Road/MD 175 intersection and the MD 175/MD 295 interchange creates unsafe and congested operating conditions. Based on the MD 175 Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) completed by SHA and signed in 2012, there is concern that even with the SHA proposed improvements, safety and operations at this location may still be impacted by the proximity of Race Road to the MD 295 ramps.

Therefore, the purpose of this project is to improve safety for all travelers (including pedestrians and bicyclists) in the study area, implement elements of the Jessup Village Concept along MD 175 envisioned and recommended in the *Jessup/Maryland City Small Area Plan*, and accommodate future (2035) traffic volumes that are projected to result from planned development and employment growth in the Jessup area.

Existing Conditions

Race Road is a 2.7-mile-long parallel north-south roadway west of MD 295 that terminates in the south at MD 175 and in the north at Dorsey Road, just south of MD 100. Race Road is the only continuous County arterial west of MD 295 and serves mainly local traffic, while MD 175 is a major east-west corridor serving the Fort George G. Meade (FGGM) Military Reservation, Jessup, Odenton, and other commercial and residential traffic.

The study area investigated in this planning study includes Race Road from north of Orchard Avenue to just south of MD 175 and a portion of MD 175 from Wigley Avenue to MD 295. The section of Race Road in the study area is approximately 0.5 miles long with a posted speed limit of 35 mph and is functionally classified as a Minor Arterial under the Anne Arundel County Functional Classification System (2009). The section of MD 175 in the study area is approximately one mile long with a posted speed limit of 35 mph and is functionally classified as a Principal Arterial under the County Functional Classification System. Race Road and MD 175 are both open roadway sections without curb and gutter, and are lined with light/utility poles.

Two signalized intersections are found on MD 175 within the study area, at Wigley Avenue and National Business Parkway. A cloverleaf interchange with MD 295/Baltimore-Washington Parkway is located on the east side of the study area. The other intersections within the study area on MD 175 are stop-controlled, as is the intersection of Race Road/Orchard Avenue. A total of 32 unsignalized access points (commercial entrances, residential driveways, and side streets) exist along MD 175 within the study area, and although pedestrians and bicyclists share the corridor with vehicular traffic, formal sidewalks and bike paths are not present.

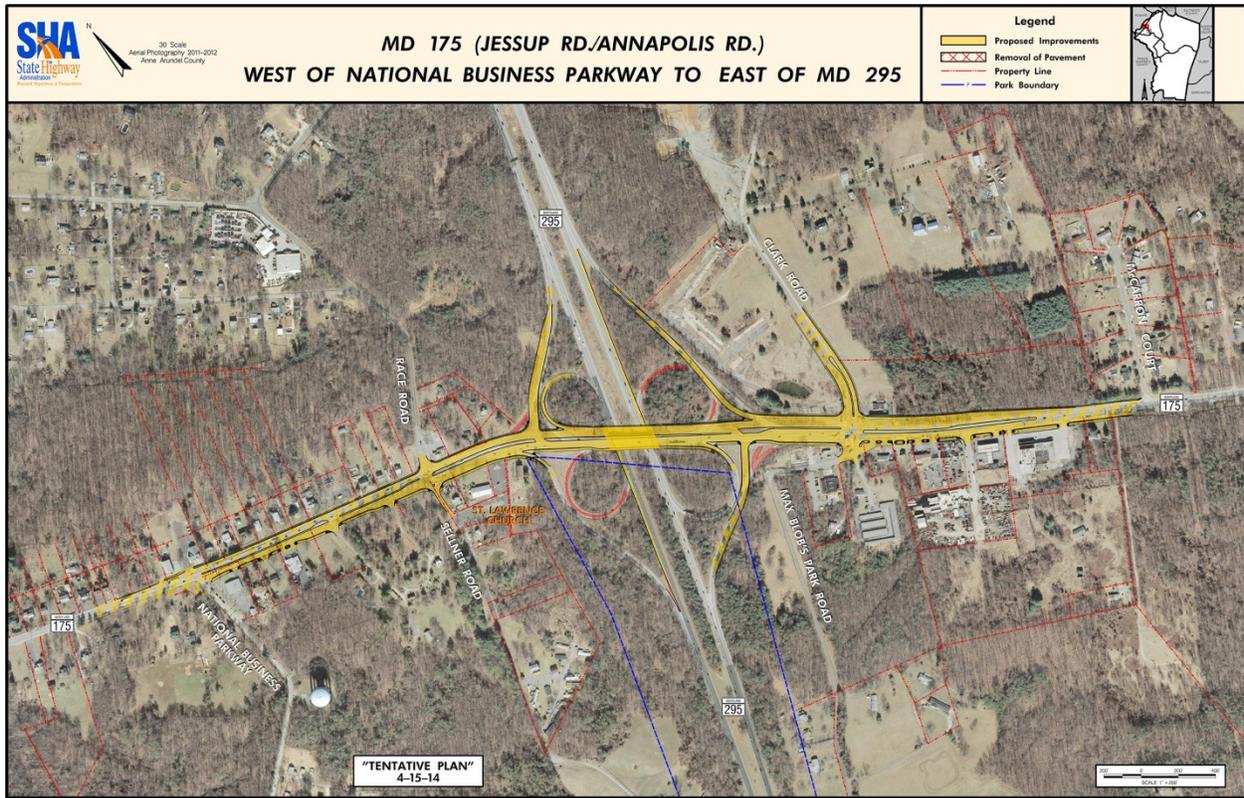
Alternatives Development

Three conceptual alternatives were developed for the Race Road/Jessup Village Planning Study and are described below:

Alternative 1

Alternative 1 is the No-Build condition, which includes substantial future SHA and developer improvements. The figure below shows the current SHA design along MD 175 and can be found on the SHA project website:

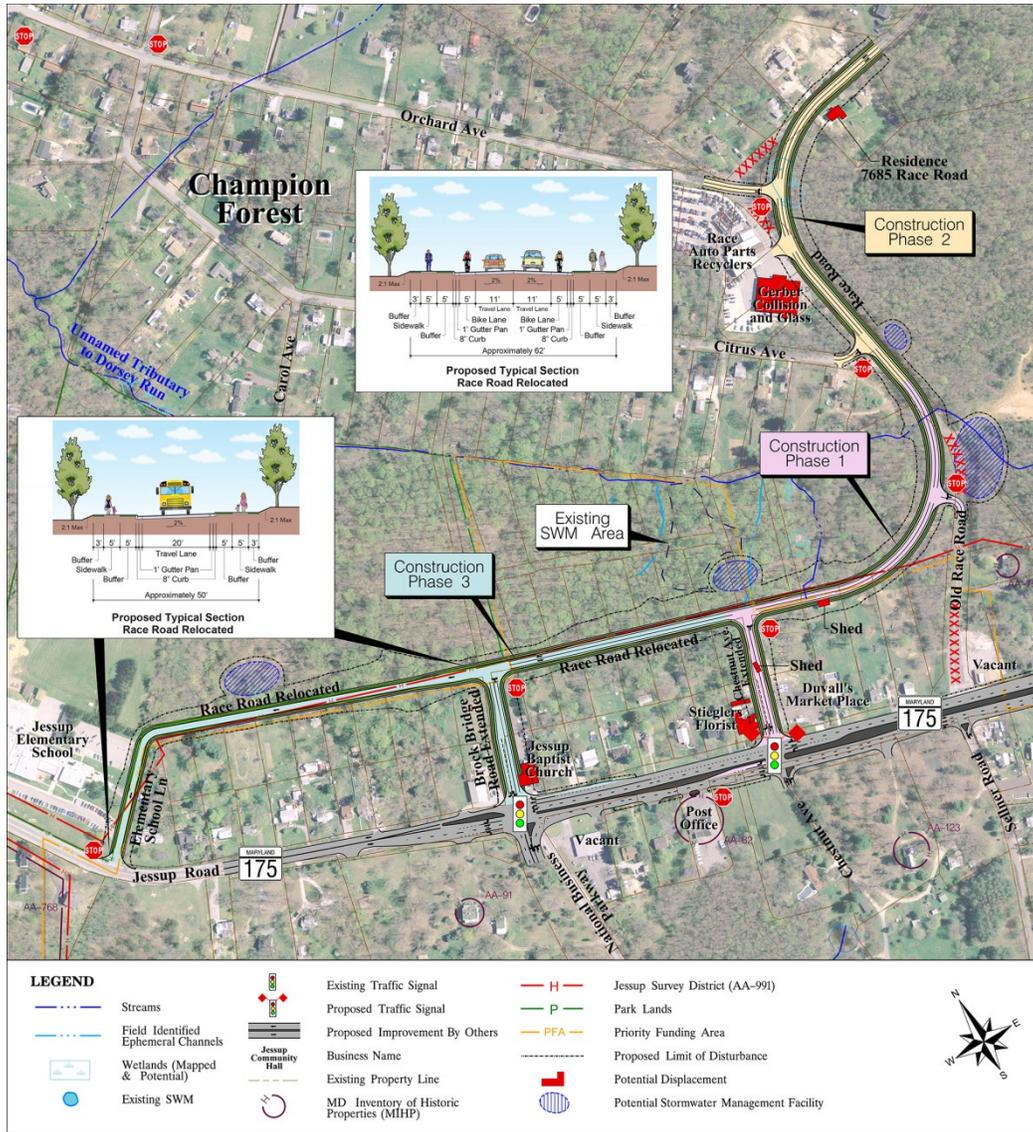
<http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.aspx?projectno=AA436212>



Alternative 1

Alternative 2

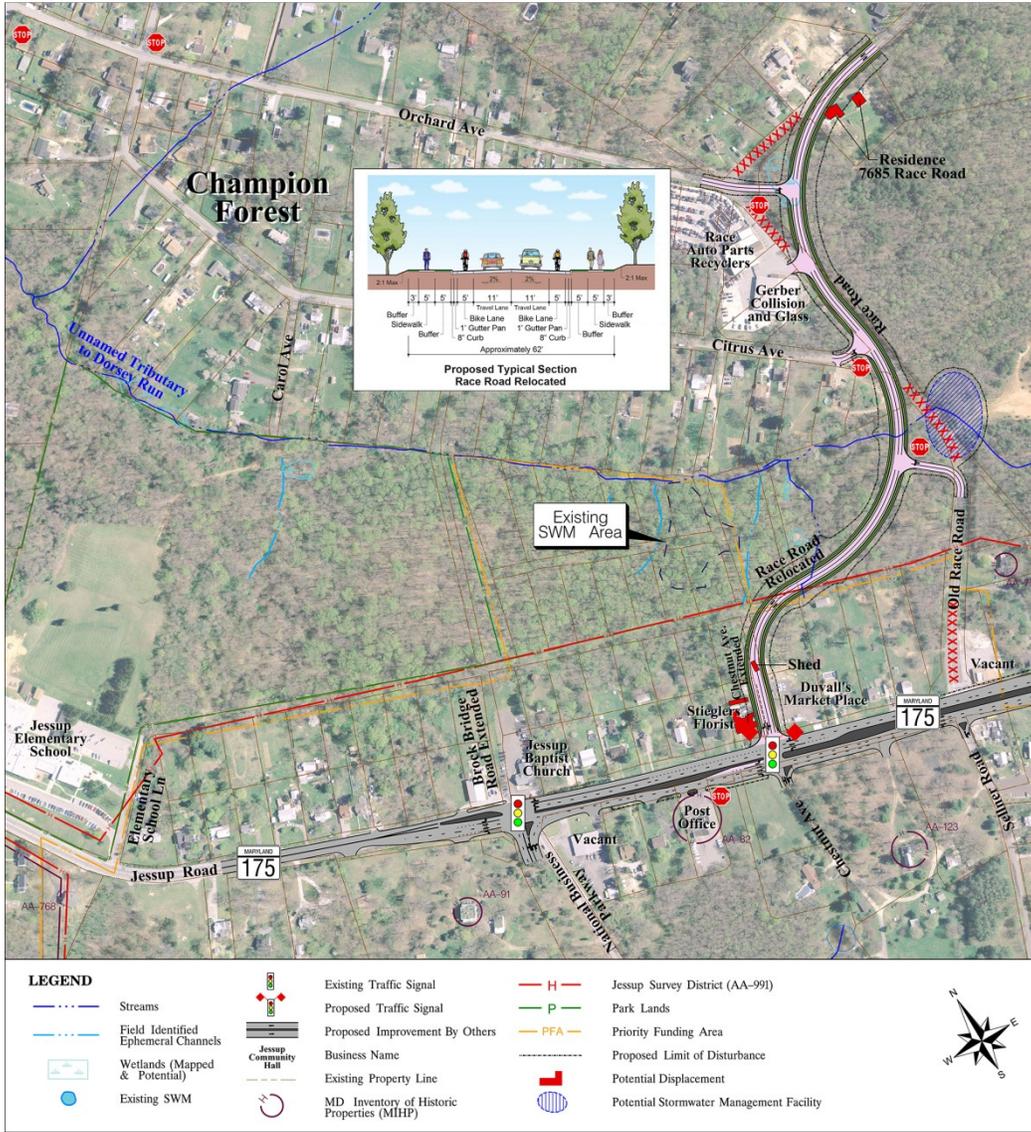
Alternative 2, shown below, includes the relocation of Race Road and implementation of Jessup Village paper roads. Alternative 2 also includes a dedicated access road to Jessup Elementary School, in addition to elements of the Jessup Village Concept which relocate Race Road to the Chestnut Avenue intersection with MD 175 and utilizes the paper roads/grid system depicted by the existing property lines.



Alternative 2

Alternative 3

Alternative 3, shown below, includes the relocation of Race Road only, as well as elements of the Jessup Village Concept which relocate Race Road to the Chestnut Avenue intersection with MD 175.



Alternative 3

Impacts and Costs

A summary of preliminary impacts associated with both build alternatives is shown below. Impacts will be refined if and when the project is funded and design progresses.

Build Alternatives Impacts Summary

	Alternative 2	Alternative 3
Impact Type	Impact	
Commercial Displacements	3	1
Residential Displacements	3	3
Parcels Affected	62	27
Right-of-Way (Including SWM Facilities)	13.88 acres	6.18 acres
Right-of-Way (SWM Facilities Only)	2.88 acres	1.47 acres
Wetlands	0.22 acres	0.15 acres
Forest	10.42 acres	4.59 acres
Field Identified Ephemeral Channels	160 linear feet	0 linear feet
Stream	545 linear feet	605 linear feet
Floodplain	0 acres	0 acres
Parkland	1.99 acres	0 acres
Jessup Survey District	5.35 acres	1.25 acres
High Tension Power Line Towers	0	0
Light/Signal/Utility Poles	15	15
Fire Hydrants	4	4

The preliminary cost estimate for both build alternatives is shown below:

Build Alternatives Cost Estimate Summary

	Alternative 2	Alternative 3
Category	Cost Estimate	
Preliminary Engineering	\$2,085,000	\$1,009,000
Administrative Overhead	\$1,844,000	\$893,000
Right-of-Way	\$30,742,000	\$13,700,000
Construction	\$12,051,000	\$5,832,000
Total	\$46,722,000	\$21,434,000

Recommended Alternative

Based on input from the public and reviewing agencies, the Recommended Alternative for this study is Alternative 3. Alternative 3 provides traffic and safety benefits similar to Alternative 2, with lower cost and impacts. Alternative 3 was developed so that the additional components included in Alternative 2 (the one-way Jessup Elementary access and the additional connection to Brock Bridge Road Extended) could be constructed at a later time, if funding permits.

Public Involvement

The Study Team attended two community meetings to share information and seek input on the Race Road/Jessup Village Planning Study:

- Public Workshop at the Jessup Improvement Association's Hall (November 18, 2013)
- Public Workshop at Jessup Elementary School (September 4, 2014)

At each of these community meetings, the project background was presented, along with the purpose, scope, and schedule. The conceptual alternatives were shown and feedback on the alternatives was received from those in attendance. The public comments received, along with Study Team responses, are included in the project Summary Report which will be posted on the Anne Arundel County Office of Planning and Zoning website (<http://www.aacounty.org/PlanZone>).

Public comment is important and still welcome. If or when the project moves forward into a subsequent phase of design, public comments appropriate to the project will be considered.

Next Steps

Upon completion of this study, Anne Arundel County will decide whether to pursue the reconstruction, realignment, and relocation of Race Road from north of Orchard Avenue to the new intersection with Jessup Road (MD 175) west of the current intersection and the parallel section with MD 175 east of Jessup Elementary School as one or multiple projects. Funding of this project, even with the merits demonstrated in the Study, will involve identifying funding from several public (and likely private) sources and phasing. The cost alone makes this project very likely to be constructed in phases based on funding availability and opportunities. If this proposal is to advance into subsequent phases of project development (design, right-of-way, construction), it will require a partnership among the County, the community, and SHA.

When the proposed project is funded for construction, it may require the acquisition of additional right-of-way. Residential and commercial relocations may also be required. For information regarding right-of-way and relocation assistance, please see the attached Anne Arundel County Department of Public Works document at the end of this flyer.

Questions / Contact Information

For additional information on this project, please contact:

Mrs. Martha Arzu-McIntosh, Project Manager

Anne Arundel County Office of Planning and Zoning, Transportation Division

2664 Riva Road, MS-6402

Annapolis, MD 21401

Phone: 410-222-7440

Email: pzarzu68@aacounty.org