The Maryland State Highway Administration (SHA) is seeking input from citizens about a proposed paving and sidewalk improvement project on Twin Springs Drive (MD 804B) in Chewsville tentatively scheduled for summer 2014.

As part of the project, SHA proposes to widen the sidewalks along Twin Springs Drive to comply with current accessibility standards under the Americans with Disabilities Act (ADA). Widening the sidewalks into the roadway and restricting parking to one side of the street, or widening the sidewalks away from the roadway to maintain the existing road width and parking. Displays depicting both options will be available at the meeting and SHA representatives will be available to answer questions and hear feedback about residents' preferences.

Questions and Answers:

Q. What roads will be paved as part of the project?

A. The project includes paving Twin Springs Drive (MD 804B/MD62) between Little Antietam Road (MD 62) and Jefferson Boulevard (MD 64), as well as Track Side Road, as shown in the image below.

Q. What are the limits of the sidewalk improvements?

A. The sidewalk upgrades will occur on Twin Springs Drive. Existing sidewalk will be replaced, with new sidewalk being added to fill in any gaps. However, the project is not anticipated to extend the sidewalk further than its outermost points today.

Q. Will drainage improvements be included in this project?

A. No. Several years ago, SHA conducted preliminary design for a "streetscape" project in Chewsville that would include drainage improvements as well as sidewalk and pavement improvements. Due to the extensive work involved in the drainage improvements, SHA does not have funding available for the full project at this time and opted to proceed with the paving and sidewalk improvements as an interim project.

Q. How will the various sidewalk construction options affect lane width on Twin Springs Drive?

A. Currently, the road is 28 feet wide with parking on each side. With vehicles parked on both sides, this leaves only 7 to 8 feet of width per travel lane.

Under option 1 (widen sidewalk into the roadway and provide parking along the westbound travel lane), the roadway width would be reduced to 25 feet and there would be a 7-foot-wide parking lane and two 9-foot-wide travel lanes.

Under option 2 (widen sidewalk away from the roadway), the parking and lane widths would remain as they are today.

Both options would result in sidewalks that are 5 feet wide. The existing sidewalks range from 3 to 4 feet wide.

Q. I cannot attend the meeting. How can I submit feedback?

A. Comments may be submitted by email, mail or phone to:

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