

## CONTINUING PUBLIC INVOLVEMENT

SHA is committed to keeping the public involved throughout the MD 295 Study and welcomes questions and comments. For information or to be included on the project mailing list, please contact:

**Ms. Carmeletta Harris, Project Manager**  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, MD 21202  
410-545-8522 or 1-800-548-5026  
email: [charris@sha.state.md.us](mailto:charris@sha.state.md.us)

In addition, an overview of this and other SHA projects, including upcoming activities, can be found on the SHA website: [www.marylandroads.com](http://www.marylandroads.com). Simply click on "Project and Events" to locate the project planning fact sheet.

## NEXT STEPS

- Conduct Location/Design Public Hearing – September 25, 2007
- Address Comments Received at Hearing – Winter 2007
- Select Alternative – Spring 2007
- Prepare Final Environmental Document – Spring/Summer 2008
- Obtain Location/Design Approval – Fall 2008  
*(This step concludes the Planning Process)*

**Martin O'Malley**, Governor  
**Anthony Brown**, Lieutenant Governor  
**John D. Porcari**, Secretary  
**Neil J. Pedersen**, Administrator

printed on recycled paper



# Project Planning Study

from MD 100 to I-195 and Hanover Road from High Tech Drive to MD 170(Aviation Boulevard)



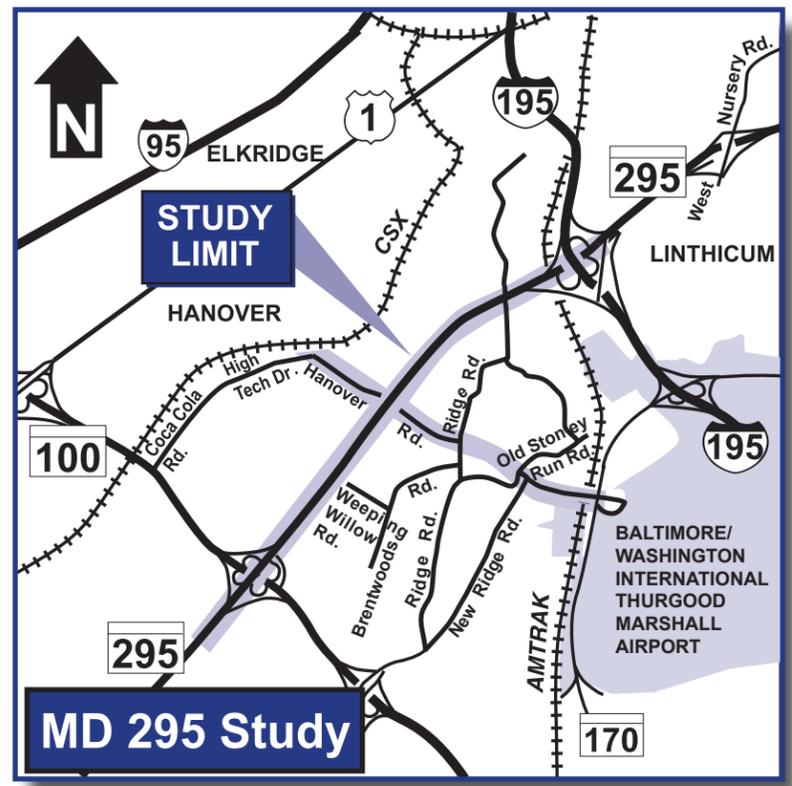
## PROJECT NEWSLETTER • SUMMER 2007

### MD 295 STUDY MOVES FORWARD

The MD 295 Study has passed an important milestone, with the decision to add a new alternative, a new option, new direct access ramps, retain five alternatives and one option, and drop three alternatives and one option from further consideration. The purpose of the project is to improve existing capacity, safety, and operations of MD 295 and enhance Hanover Road as a secondary access route to BWI-Thurgood Marshall Airport (BWI) and BWI-area services.

### PROJECT BACKGROUND

On January 11, 2006, the State Highway Administration (SHA) held a Public Workshop at Lindale Middle School. Approximately 95 citizens attended the event and provided the project team with feedback concerning the proposed alternatives. In addition to the mainline MD 295 widening, seven alternatives for the MD 295/Hanover Road interchange and two options for improvements on Hanover Road were presented.



### NEW ALTERNATIVE, OPTION, AND RAMPS

Since the Alternates Public Workshop was conducted, a new alternative and a new option have been added to the MD 295 Study. The new alternative, Alternative 8, is a Diverging Diamond Interchange (DDI) at the intersection of MD 295 and Hanover Road. The DDI is popular abroad and has been gaining notable interest throughout the United States. The benefit of the DDI is its potential to improve traffic safety and efficiency as vehicles move through the interchange.

The alignment option was added at the MD 295 interchange to Alternative 3 and Alternative 4: Alternative 3A and Alternative 4A. Both utilize the same interchange configurations as Alternatives 3 and 4; however, with these options, the alignment of Hanover Road shifts approximately 300 feet south at the interchange with MD 295, similar to Alternative 7.

The new ramps at MD 170 provide direct access to and from MD 170 and the Stoney Run Road intersection. These ramps were developed in coordination with the Maryland Aviation Administration (MAA) to help improve traffic circulation in the airport zone.

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF PLANNING AND  
PRELIMINARY ENGINEERING  
P.O. BOX 717, MAIL STOP C-301  
BALTIMORE, MD 21203-1717



Standard Rate  
U.S. Postage  
PAID  
Owings Mills, MD  
Permit No. 167

## PROPOSED WIDENING OF MD 295

MD 295 would be widened from a four-lane roadway with two through lanes in each direction to a six-lane roadway with three through lanes in each direction. The additional width would include a 12-foot travel lane with a 10-foot shoulder constructed within the median of MD 295 in each direction, from south of the MD 100 interchange to north of the I-195 interchange. The northern limit of the MD 295 widening would tie into another MD 295 project, from I-195 to just south of I-695. That project is moving forward in the construction phase of the project development process.

## PROPOSED IMPROVEMENTS TO HANOVER ROAD

Hanover Road, a two-lane undivided roadway, would be upgraded to a four-lane divided roadway. Upgrading would start with improvements at High Tech Drive, which changes into Hanover Road. From High Tech Drive, a two-lane divided roadway, the improvements would widen into a four-lane roadway along Hanover Road, ending at Old Stoney Run Road. Proposed improvements along Hanover Road include a 20-foot median, a 12-foot inside lane, and a 16-foot outside lane to accommodate bicyclists and pedestrians. Hanover Road would also have five-foot sidewalks on both sides of the roadway.

The Hanover Road South Option (Option 2) proposes to minimize the number of curves and relocates the Hanover Road and Ridge Road intersection approximately 300 feet south of the existing location.

## ALTERNATES RETAINED FOR DETAILED STUDY

**Six Build Alternatives and the No-Build Alternative are currently under consideration, as are the widening of MD 295, the Hanover Road South Option, and the direct ramps to and from MD 170 and Stoney Run Road. These alternatives will undergo detailed engineering and environmental analysis. Here is a brief summary of the Alternatives Retained for Detailed Study:**

**Alternative 1 - No-Build** - Alternative 1 includes no major improvements to the existing roadway. Improvements would occur only as part of routine project area maintenance and safety operations. While the No-Build Alternative does not address the Purpose and Need for the project, it does serve as the baseline for comparing the impacts and benefits associated with the other Build Alternatives.

**Alternative 3 - Compressed Diamond Interchange** - Alternative 3 proposes a compressed diamond interchange at MD 295 and Hanover Road. Ramps to and from MD 295 would meet Hanover Road at a signalized intersection on either side of MD 295. This alternative has the lowest construction cost and is similar to Alternative 4 with respect to potential residential displacements, floodplain impacts, and right-of-way requirements.

**Alternative 3 - Option A (New Option) Compressed Diamond Interchange** - Identical interchange as Alternative 3, with Hanover Road shifted approximately 300 feet south at the interchange.

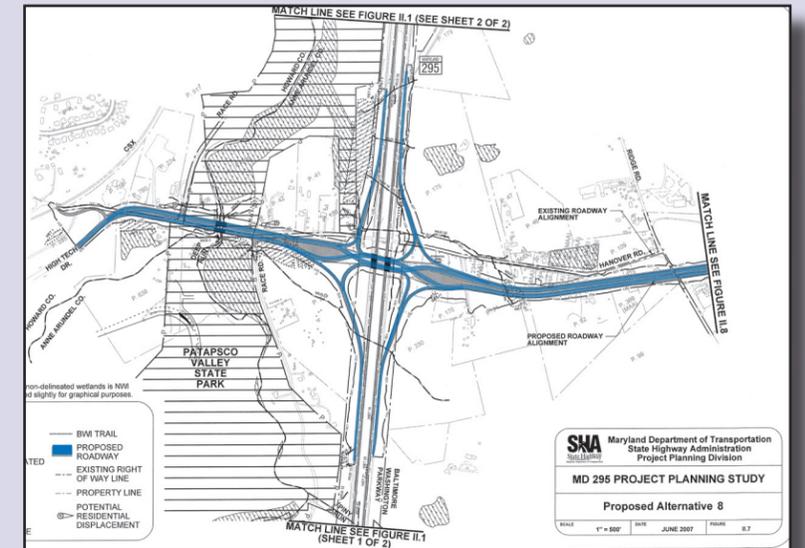
**Alternative 4 - Single-Point Urban Diamond Interchange (SPUI)** - While similar to traditional diamond interchanges, SPUI ramps curve inward and meet at a single traffic signal, allowing opposing left-turning movements to occur simultaneously. This configuration eliminates potential traffic conflicts at ramps and improves overall efficiency and capacity at the intersection. This alternative is expected to be similar to Alternative 3 with respect to residential displacements, floodplain impacts, and right-of-way requirements.

**Alternative 4 - Option A (New Option): Single-Point Urban Diamond Interchange** - Identical interchange as Alternative 4, with Hanover Road shifted approximately 300 feet south at the interchange.

**Alternative 7 - South Alignment of Hanover Road with Loop and Half-Diamond Interchange** - This alternative relocates Hanover Road to the south to eliminate the roadway's curves. A loop ramp is proposed in the southwest quadrant, and a one-way directional ramp is proposed in both the northeast and southeast quadrants of the interchange. No ramps are proposed in the northwest quadrant. Although this alternative affects park and wetland areas least when compared to Alternatives 3 and 4, it requires the greatest amount of right-of-way.

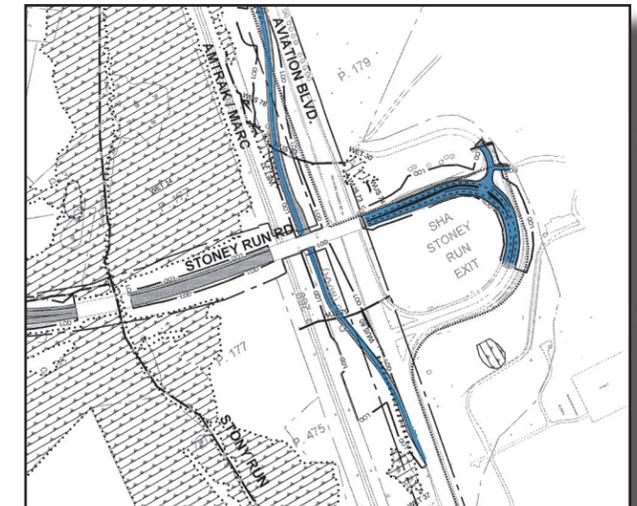
**Alternative 8 - Diverging Diamond Interchange (New Alternative)** - The diverging diamond movement would occur at the intersection of MD 295 and Hanover Road. The most significant features of the DDI include allowing for two-phase operation at all signalized intersections within an interchange and promoting left-turn movements without having to clear opposing traffic.

The two-phase traffic signal would reduce the time lost by vehicles sitting at a red light and create greater efficiency through the interchange. Vehicles turning left would be provided direct access, thus moving excess traffic volume from the main roadway. With the potential to improve traffic operations in these two major areas, SHA and other state transportation agencies, including the Missouri Department of Transportation, are seriously considering the application of the Diverging Diamond Interchange.



## NEW RAMPS AT MD 170 (AVIATION BOULEVARD)

The ramps at MD 170 provide direct access to and from the MD 170 and Stoney Run Road intersection.



## THREE ALTERNATIVES, ONE OPTION DROPPED

Three alternatives and one option were dropped because of such factors as significant environmental and property impacts, right-of-way issues, high cost, and lack of public support. The following are no longer under consideration:

**Alternative 2: Partial Cloverleaf Interchange**

**Alternative 5: North Alignment of Hanover Road with Compressed Diamond Interchange**

**Alternative 6: Extended Loop and Half-Diamond Interchange Hanover Road North Option (Option 1)**