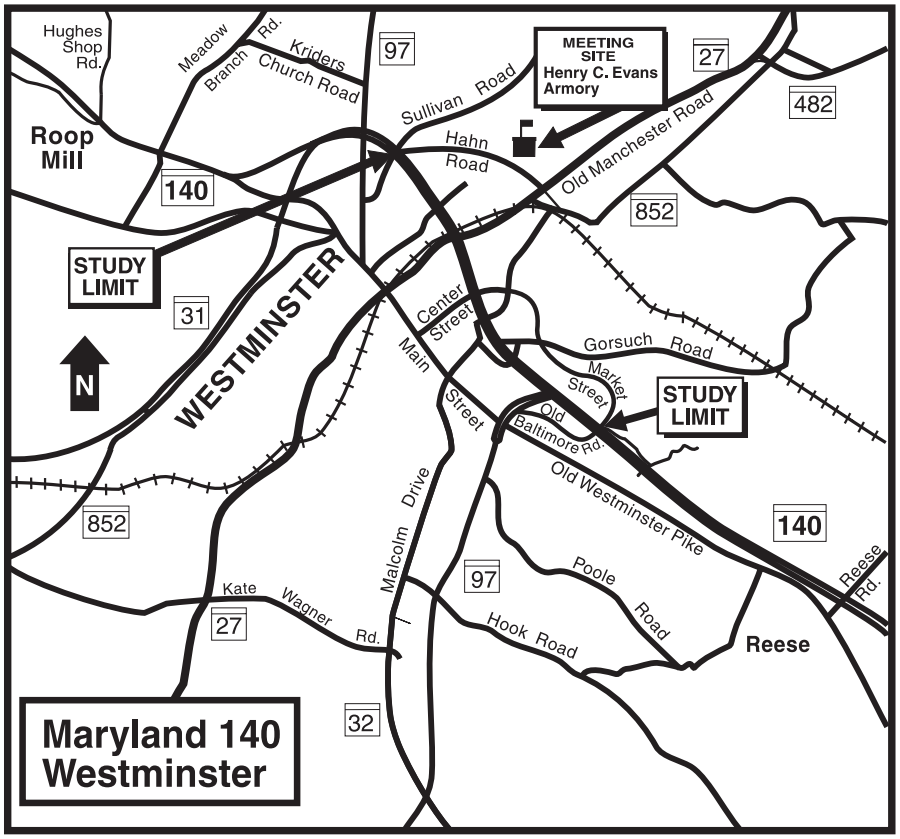
MD 140 Transportation Improvement Study
From Market Street to Sullivan Road

LOCATION/DESIGN
Public Hearing



Tuesday
October 26, 2004

Displays Available
5:30 PM

Presentation Beginning
7:00 PM

Henry C. Evans Armory
350 Hahn Road
Westminster, MD 21157

Project No. CL702A11

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION

INTRODUCTION

The Maryland State Highway Administration (SHA), along with the Federal Highway Administration (FHWA), Carroll County, and the City of Westminster, is conducting a Project Planning Study for improvements to the MD 140 corridor in Carroll County, Maryland. The project extends approximately 2.5 miles along MD 140 from Market Street to Sullivan Road in the City of Westminster.

PURPOSE OF STUDY

The purpose of this study is to develop transportation options that meet the future travel demands along MD 140 and improve future transportation operations, capacity problems, and overall accessibility within the project limits.

PURPOSE OF THE HEARING

The purpose of the MD 140 Transportation Improvement Study Location/Design Public Hearing is to formally present the results of the engineering and environmental studies that have been conducted for this project and to provide an opportunity for any interested individuals, associations, citizen groups, or government agencies to offer verbal or written comments for the project record.

HEARING FORMAT

Maps and other exhibits depicting the studied alternates will be on display beginning at 5:30 p.m. A formal presentation, lasting approximately 30 minutes, will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. The entire proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review by the beginning of 2005 at the locations indicated in the newspaper advertisement and shown in the presentation.

PROJECT STATUS

The MD 140 Transportation Improvement Study is included in the Development and Evaluation Program of the FY 2004 – 2009 Maryland Department of Transportation's Consolidated Transportation Program for Project Planning.

PUBLIC COMMENTS

The public is encouraged to participate in the hearing to ensure citizen input in the planning process. A postage-paid return mailer is included in this brochure to submit any comments. Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the public hearing transcript may be submitted until November 26, 2004.

PROJECT MAILING LIST

Persons wishing to have their name(s) placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the public hearing. If you have submitted your name and address previously by postcard or other means, or you have already received a MD 140 Transportation Improvement Study Location/ Design Public Hearing brochure in the mail, you have already been included in the project mailing list and do not need to resubmit.

PROJECT NEED

The current MD 140 roadway in the study area will be inadequate to handle future traffic volumes. By 2025, all intersections within the study limits except the westbound MD 140 ramp at MD 27 are expected to fail (LOS F). There is also a lack of pedestrian connections and bike access. Currently the section of MD 140 under study has safety issues related to rear-end crashes. Planned growth within the MD 140 corridor in Carroll County is expected to continue with associated traffic volume increases in the future. Furthermore, the higher forecasted traffic

volumes on this roadway are likely to increase crash incidents if the roadway is not improved.

Therefore, the operational aspects of MD 140 will be inadequate to handle the traffic generated by 2025. This Project Planning Study has identified alternates to address these concerns.

EXISTING CONDITIONS

The posted speed limit on MD 140 is 45 miles per hour. Through most of the study area, MD 140 consists of a six-lane, divided highway, with 12-foot-wide travel lanes and 10 to 12-foot-wide shoulders. The number of lanes increases at intersections to provide for right and left turn lanes. In addition, there is an auxiliary lane in each direction (eastbound and westbound) to accommodate access to and from the businesses along MD 140.

TRAFFIC

Traffic analyses indicate that traffic operations along MD 140 within the project limits will deteriorate without significant operational and capacity improvements along MD 140. Currently, nearly all signalized intersections along MD 140 from Market Street to Sullivan Road operate at an acceptable Level of Service (LOS 'A' to 'D'), with the exception of the MD 140/Market Street intersection, which has a failing LOS during the evening peak hour. Level of Service (LOS) is a measure of the congestion experienced by drivers, and ranges from 'A' (free flow with little or no congestion) to 'F' (stop-and-go condition or congested traffic flow).

The Average Annual Daily Traffic (AADT) within the Study Area is projected to increase significantly in the future; the increase in AADT ranges from 35% to 63% from the year 2000 to the design year 2025. Analysis of the "No-Build" condition indicates that, because of this increase in traffic, all of the intersections along MD 140 within the project limits will fail (LOS 'F') in the design year 2025.

DESCRIPTION OF ALTERNATES

There were seven alternates developed by the SHA with input from a focus group consisting of local community leaders. Two of the seven alternates were dropped. Five alternates were retained for detailed study, including a No-Build alternate.

Alternate 1 – No Build

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety projects.

Alternate 2 – TSM/TDM Alternate

The Transportation System Management/ Transportation Demand Management (TSM/ TDM) Alternate consists of a series of modest improvements throughout the corridor to address the areas with greatest need at specific locations or segments of the roadway. TSM/TDM improvements generally could be implemented with relatively low costs and impacts. The most extensive intersection improvements included in the TSM/TDM Alternate would take place at the Center Street and Malcolm Drive intersections, which have been identified as the most congested in the corridor. Minor intersection improvements have also been identified for Englar Road. TSM features throughout the corridor include signal timing and signal optimization, as well as access consolidation at properties with multiple access points on MD 140. The alternate also includes widening the outside lanes in each direction to 16 feet to accommodate on-road bicyclists, and a five-foot sidewalk and improved pedestrian crossings throughout the study area. TDM measures include the consideration of park and ride lots, Intelligent Transportation Systems (ITS) measures, staggered or flexible work hours programs and telecommuting centers, wherever applicable (see Figure 1).

Alternate 5 – Single-Point Urban Interchanges (SPUI)

The Single-Point Urban Interchanges Alternate includes Single-Point Urban Interchange (SPUI) configurations at Englar Road, Center Street, and Malcolm Drive. While similar to traditional diamond interchanges, SPUI ramps curve inward and meet at a single traffic signal on or below the bridge, allowing opposing left turning movements to occur simultaneously. Alternate 5 also incorporates a system of one-way service roads to separate local and through traffic and preserve access to properties along MD 140 between Malcolm Drive and Center Street. The service roads would maintain a 16-foot outside lane to accommodate on-road bicyclists, as well as five-foot sidewalks and improved pedestrian crossings throughout the project limits. Gorsuch Road and Cranberry Street/Ralph Street would be converted to right-in/right-out access to the service roads. Texas U-turn lanes would be introduced near the intersection of Center Street and Malcolm Drive to accommodate traffic currently turning left at the intersections of Gorsuch Road and Cranberry Street/Ralph Street (see Figure 2).

Alternate 6 – Half Bridge Alternate

With the Half Bridge Alternate, only the westbound through lanes of MD 140 would be carried under Malcolm Drive and Center Street, while the eastbound lanes would remain at-grade with the existing intersection. At the Englar Road interchange, MD 140 eastbound through lanes would be carried under Englar Road, while the westbound lanes would be kept at existing grade. Between Center Street and Malcolm Drive, an at-grade westbound service road would provide access to the MD 27 interchange and existing businesses. This alternate would also include a 16-foot wide outside curb lane for on-road bicyclists, five-foot sidewalks and improved pedestrian crossings (see Figure 3).

Alternate 7 – Continuous Flow Intersection (CFI)

Alternate 7 is designed to move the left-turn conflicts out of the main intersection. This is accomplished by crossing the left turning traffic and the oncoming through traffic at a signalized left turn bay placed several hundred feet prior to the intersection. Traffic from this left turn bay is fed into a special “CFI leg”, which in turn empties into the cross street at the main signalized intersection. The signals at the left turn bay and the main intersection are operated by a single controller and are coordinated to provide smooth traffic flow. With Alternate 7, a CFI is proposed for east and westbound MD 140 traffic at the intersections of Englar Road, Center Street, and Malcolm Drive and a CFI for westbound MD 140 traffic only at Market Street. All of the remaining intersection improvements are the same as identified for Alternate 2, TSM Improvements (see Figure 4).

Following the hearing, the Study Team will further analyze and consider comments received from regulatory agencies, local officials and the public. It is possible the selected alternate could be a combination of elements from two or more alternates. For example, a CFI Alternate could be used at one intersection combined with the SPUI, Half-Bridge, or TSM/TDM Alternates at the other intersections.

ENVIRONMENTAL SUMMARY

Detailed analyses were performed on the alternates retained for detailed study to identify the extent of impacts to natural, cultural, and socio-economic resources within the study area. A comparison of impacts for each alternate is included in Table 1 of this brochure.

Socio-Economic Resources

This project is consistent with the Carroll County land use plans adopted for the study area.

Existing and future land uses are a mixture of residential, parkland, commercial, educational and industrial uses. There is one publicly owned park in the study area, the Westminster Community Pond Park. St. John School and the Carroll Christian Schools are the two educational institutions located in the study area. The two religious institutions located in the study area are St. John Catholic Church and the Church of the Open Door. None of the proposed build alternates will adversely affect any educational, religious, or publicly owned public park or recreational facility in the project area.

Each build alternate will require additional right-of-way and property displacements. The number of property displacements for each alternate is summarized in the Summary of Impacts and Cost Table (see Table 1).

Although minority and low-income populations have been identified adjacent to the immediate project area, no disproportionately high or adverse effects are anticipated as a result of any of the alternates being considered. The SHA has solicited the involvement of these populations in the project through informational mailings and community and focus group meetings. The SHA will continue outreach efforts to these populations to ensure that disproportionate impacts will not occur.

Coordination has been initiated with emergency service providers to evaluate how emergency response times could be affected as a result of the proposed alternates.

Cultural Resources

The SHA, in consultation with the Maryland Historical Trust (MHT) and other interested parties has determined that there are no structures within the study area that are on or eligible for listing on the National Register of Historic Places.

No previously recorded archeological resources were identified within or directly adjacent to the study area. Extensive ground disturbance due to commercial development has significantly reduced the study area's archeological potential, and therefore no additional archeological investigations are anticipated. In accordance with Section 106 procedures of the National Historical Preservation Act, this meeting provides the opportunity for public input regarding impacts to historic resources.

Natural Environmental Resources

The West Branch of the Patapsco River and several unnamed tributaries are located within the project area and drain into the Patapsco River Basin. The West Branch is classified as a Class IV-P waterway by the Maryland Department of the Environment (recreational trout waters and Public water supply) and is protected by Use IV in-stream work prohibition period (March 1 through May 31, inclusive). The remaining tributaries within the study area are Class I waters (suitable for recreation, habitat for warm and cold water fish and other wildlife). Anadromous (or spawning) and resident fish species would be protected by the Use 1 in-stream work prohibition period (March 1 through June 15, inclusive). Each of the build alternates will have minor stream impacts as a result of the extension of existing culverts or placement of new culverts for proposed lane widening and sidewalks.

Wetland impacts are less than 0.1 acre for the build alternates. Permits would be required from the US Army Corps of Engineers and/or the Maryland Department of the Environment for wetland and stream impacts. Potential impacts to wetlands and streams are shown in the Summary of Impacts and Cost Table.

Based on a review of the Federal Emergency Management Agency (FEMA) mapping for Carroll County, no designated 100-year floodplains are located within the Study Area.

Adverse impacts to water quality during construction would be minimized through strict adherence to SHA sediment and erosion procedures. A stormwater management and sediment and erosion control plan to minimize impacts to water quality will be developed in accordance with the MDE stormwater criteria to

minimize adverse effects to water resources. The plan would include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Impacts to woodlands range from 1.2 acres with Alternate 2 to 4.3 acres for Alternate 7. Coordination with the Maryland Department of Natural Resources and the US Fish and Wildlife Service has determined that no state or federally listed threatened or endangered plant or animal species are known to exist within the Study Area.

Air Quality

The air quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) are expected. This MD 140 project meets the Transportation Conformity requirements of the federal Clean Air Act.

Noise Analysis

Six noise sensitive areas (NSAs) were identified for this project. Final determination on the feasibility and reasonableness of noise mitigation measures at two impacted NSAs (NSA 3 east and NSA 6), will be made after SHA has identified the selected alternate and additional design information is available.

CITIZEN FOCUS GROUP

A Focus Group comprised of local residents, community leaders and business representatives has met with the study team to assist and provide feedback in the development of proposed improvements. Comments and suggestions received from the Focus Group have been evaluated and will be incorporated into the alternates, where possible as we move forward in the selection of an alternate.

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

- Address comments received from the Location/Design Public Hearing (Fall 2004)
- Select Alternate (Spring 2005)
- Obtain Location and Design Approvals for the Selected Alternate (Fall 2005)

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce this public hearing:

- **The Carroll County Times**
- **The Baltimore Sun**
- **The Westminster Gazette**

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

Those on the project mailing list received direct notice of the public hearing.

DISCRIMINATION IN FEDERALLY ASSISTED AND STATE AID PROGRAMS

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

Ms. Jennifer Jenkins, Chief
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202
(410) 545-0315

RIGHT OF WAY AND RELOCATION ASSISTANCE

For information regarding right-of-way, please contact:

Mr. Patrick Minnick
District - 7, Office of Real Estate
State Highway Administration
5111 Buckeystown Pike
Frederick, MD 21704
(301) 624-8100

PROJECT PLANNING TEAM

If you have any questions following tonight's Location/Design Public Hearing, please feel free to contact one of the Team Members below:

Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore, MD 21202
(410) 545-0412

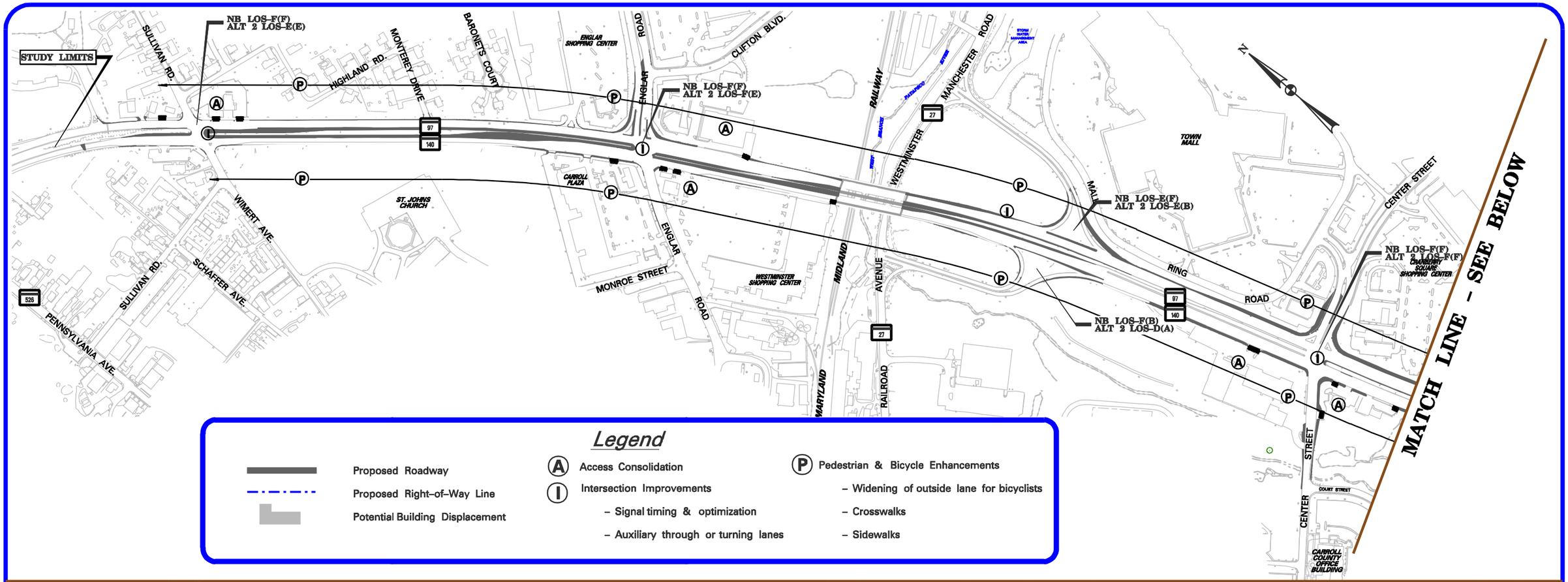
Mr. Robert Fisher, District Engineer
District - 7
State Highway Administration
5111 Buckeystown Pike
Frederick, MD 21704
(301) 624-8100

Ms. Carmeletta T. Harris, Project Manager
Project Planning Division
State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202
(410) 545-8522
Toll Free in Maryland: 1-800-548-5026
E-mail: charris@sha.state.md.us

Ms. Caryn Brookman
Federal Highway Administration
10 S. Howard Street, Suite 2450
Baltimore, MD 21201
(410) 779-7145

Table 1 **Summary of Impacts and Costs**

Impacts	Alt. 1 No-Build	Alt. 2 TSM/ TDM	Alt. 5 SPUI	Alt. 6 Half-Bridge	Alt. 7 CFI
Socioeconomic					
1. Displacements					
a. Business/Commercial	0	4	29	25	6
b. Residential	0	0	1	1	0
TOTAL	0	4	30	26	6
2. Right of Way (acres)					
a. Business/Commercial	0	20.9	31.1	27.3	25.5
b. Residential	0	2.2	2.2	2.2	2.3
c. Institutional	0	0.5	1.5	1.3	1.5
d. Undeveloped	0	3.9	5.8	5.4	6.0
e. Other	0	0	0.2	0.01	3.0
TOTAL	0	27.5	40.8	36.2	38.3
3. Consistent with area land use plan?	yes	yes	yes	yes	Yes
Natural Environment					
1. Streams (linear feet)	0	111	193	180	197
2. Wetlands (acres)	0	0	0.01	0	0.03
3. Forests (acres)	0	1.2	2.8	2.6	4.3
Approximate Cost (millions)	$0	$65-$75	$215-$230	$190-$205	$100-$110



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MD 140 PROJECT PLANNING STUDY

Proposed Alternate 2 TSM/TDM

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STUDY LIMITS

NB LOS-F(F)
ALT 5 LOS-E(E)

NB LOS-F(F)
ALT 5 LOS-A(E)

Single-Point
Urban Interchange
(see Figure 7)

NB LOS-E(F)
ALT 5 LOS-E(F)

NB LOS-F(B)
ALT 5 LOS-F(B)

Single-Point
Urban Interchange
(see Figure 7)

NB LOS-F(F)
ALT 5 LOS-B(D)

MATCH LINE - SEE BELOW

MATCH LINE - SEE ABOVE

NB LOS-F(F)
ALT 5 LOS-A(C)

Access Between
Local and Through
Lanes

NB LOS-F(F)
ALT 5 LOS-A(E)

NB LOS-F(F)
ALT 5 LOS-B(A)

NB LOS-F(F)
ALT 5 LOS-A(A)

Single-Point
Urban Interchange
(see Figure 7)

NB LOS-F(F)
ALT 5 LOS-A(D)

NB LOS-F(F)
ALT 5 LOS-E(F)

STUDY LIMITS

Legend

- Proposed Roadway
- Proposed Right-of-Way Line
- Potential Building Displacement

SULLIVAN RD.
HIGHLAND RD.
MONTEREY DRIVE
BARONETS COURT
ENGLAR SHOPPING CENTER
ENGLAR ROAD
CLIFTON BLVD.
WIMBERT AVE.
SCHAFFER AVE.
PENNSYLVANIA AVE
ST. JOHNS CHURCH
CARROLL PLAZA
MONROE STREET
WESTMINSTER SHOPPING CENTER
MIDLAND AVENUE
MARYLAND RAILROAD
RAILWAY
MANCHESTER ROAD
WESTMINSTER
STORM WATER MANAGEMENT AREA
TOWN MALL
MALL RING ROAD
CENTER STREET
CRANBERRY SQUARE SHOPPING CENTER
CENTER STREET
COURT STREET
CARROLL COUNTY OFFICE BUILDING
CRANBERRY ROAD
GORSUCH ROAD
OLD GORSUCH ROAD
RALPH ST.
OLD GORSUCH
CARROLL COUNTY JAIL
MALCOLM DRIVE
140 VILLAGE SHOPPING CENTER
CROSSROADS SQUARE SHOPPING CENTER
BALTIMORE
MARKET STREET
BUCKINGHAM VIEW

526 97 140 27

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MD 140 PROJECT PLANNING STUDY

Proposed Alternate 5
Single-Point Urban Interchanges

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1" = 500'	SEPTEMBER 2004	2

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STUDY LIMITS

NB LOS-F(F)
ALT 6 LOS-E(E)

NB LOS-F(F)
ALT 6 LOS-A(E)

Half-Bridge Interchange
Eastbound Through-Lanes Depressed
(see Figure 7)

NB LOS-E(F)
ALT 6 LOS-E(F)

NB LOS-F(B)
ALT 6 LOS-F(B)

Half-Bridge Interchange
Westbound Through-Lanes Depressed
(see Figure 7)

NB LOS-F(F)
ALT 6 LOS-D(E)

SULLIVAN RD.
HIGHLAND RD.
MONTEREY DRIVE
BARONETS COURT
ENGLAR SHOPPING CENTER
ENGLAR ROAD
CLIFTON BLVD.
CARROLL PLAZA
ST. JOHNS CHURCH
WIMERT AVE.
SCHAFFER AVE.
PENNSYLVANIA AVE
MONROE STREET
WESTMINSTER SHOPPING CENTER
MIDLAND AVENUE
MARYLAND RAILROAD
RAILWAY
MANCHESTER ROAD
WESTMINSTER
TOWN MALL
MALL RING ROAD
CENTER STREET
CRANBERRY SQUARE SHOPPING CENTER
CENTER STREET
COURT STREET
CARROLL COUNTY OFFICE BUILDING

MATCH LINE - SEE BELOW

MATCH LINE - SEE ABOVE

NB LOS-F(F)
ALT 6 LOS-A(C)

Access Between
Local and Through
Lanes

NB LOS-F(F)
ALT 6 LOS-A(E)

NB LOS-F(F)
ALT 6 LOS-D(B)

NB LOS-F(F)
ALT 6 LOS-D(A)

Half-Bridge Interchange
Westbound Through-Lanes Depressed
(see Figure 7)

NB LOS-F(F)
ALT 6 LOS-E(E)

NB LOS-F(F)
ALT 6 LOS-E(F)

STUDY LIMITS

CRANBERRY ROAD
CRANBERRY SQUARE SHOPPING CENTER
GORSUCH ROAD
OLD GORSUCH ROAD
RALPH ST
OLD GORSUCH RD.
CARROLL COUNTY JAIL
MALCOLM DRIVE
MARKET STREET
CROSSROADS SQUARE SHOPPING CENTER
140 VILLAGE SHOPPING CENTER
BALTIMORE RD.
BUCKINGHAM VIEW

Legend

- Proposed Roadway
- Proposed Right-of-Way Line
- Potential Building Displacement

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 140 PROJECT PLANNING STUDY

Proposed Alternate 6
Half-Bridge Interchanges

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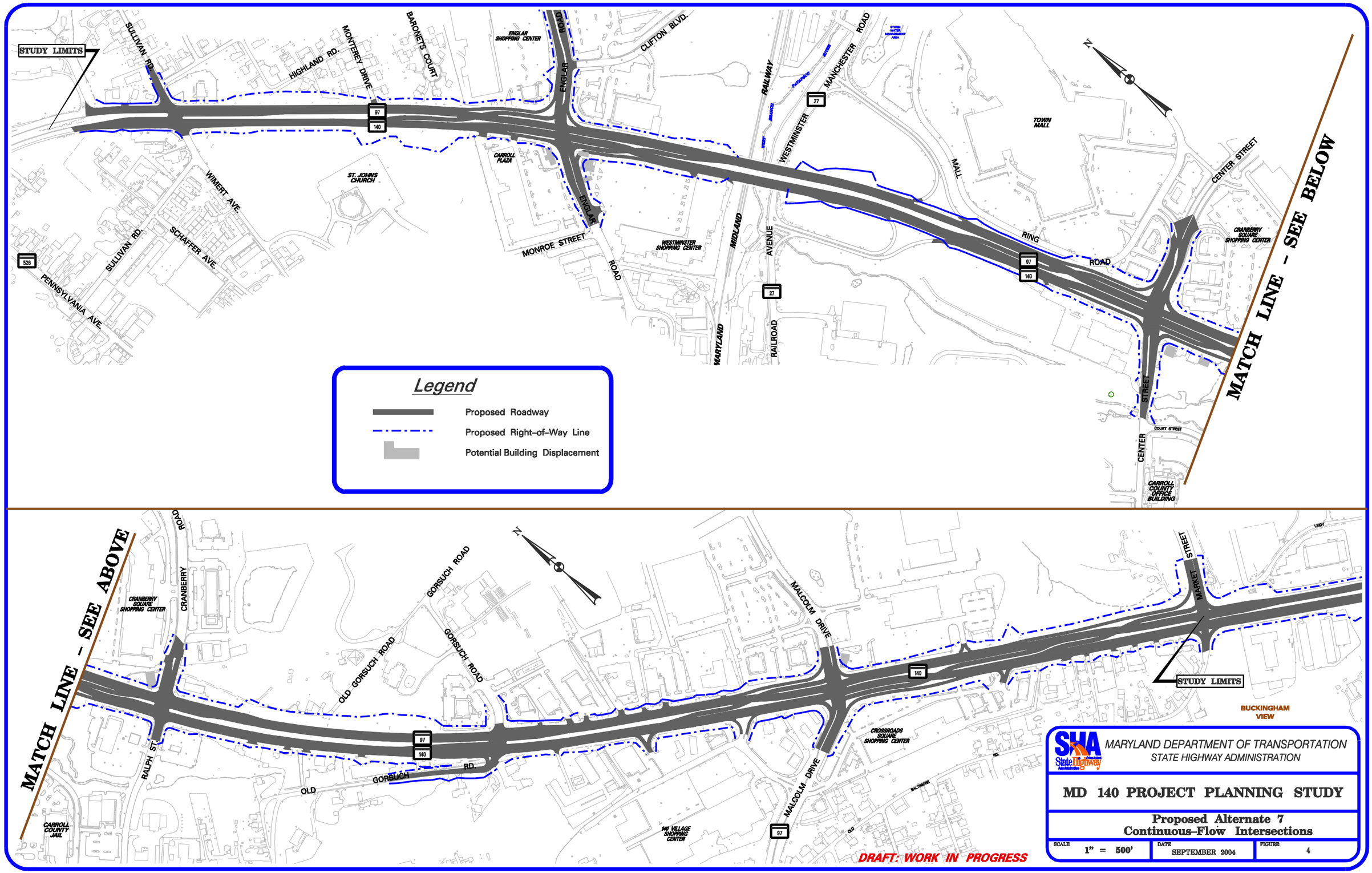

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 140 PROJECT PLANNING STUDY

Proposed Alternate 7
Continuous-Flow Intersections

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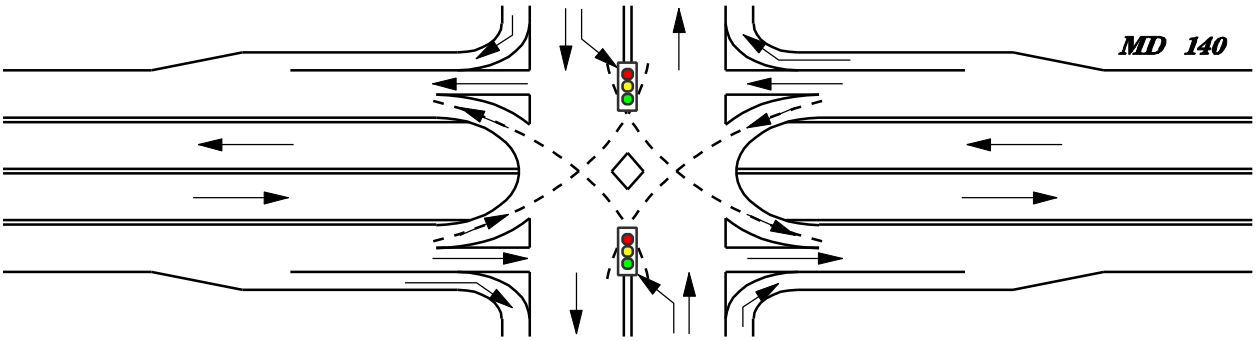
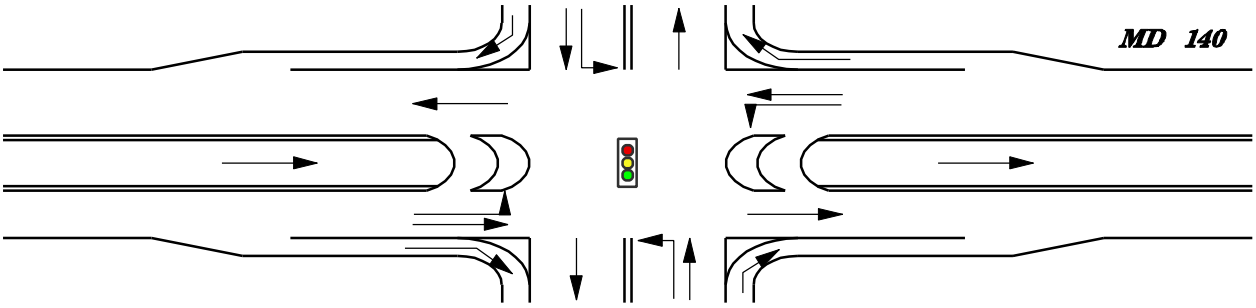
ALTERNATE 5



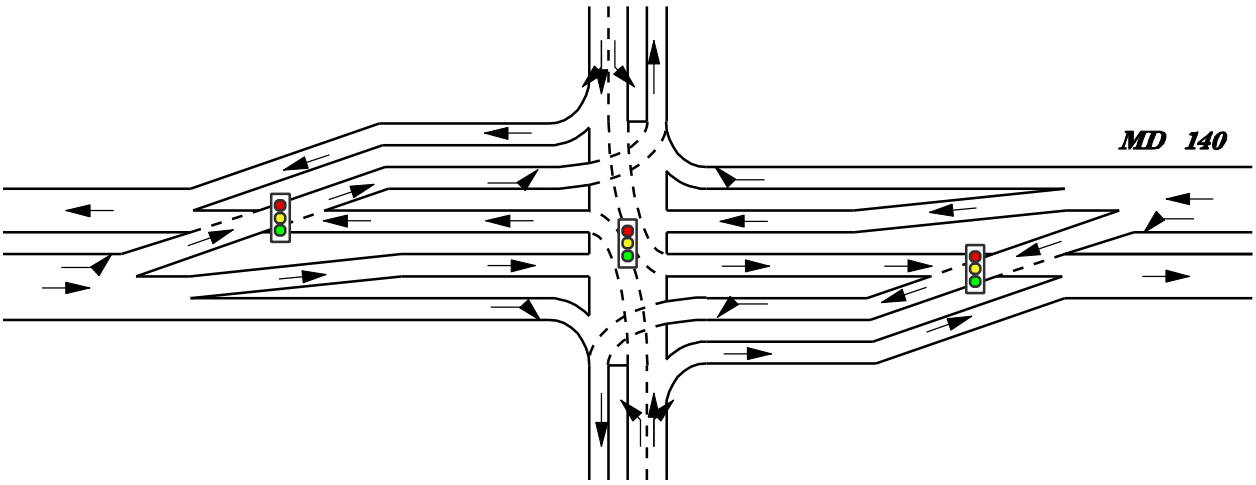
Typical Single-Point Urban Interchange
Used at Englar Road, Center Street, and Malcom Drive

ALTERNATE 6



Typical Half-Bridge Interchange
Used at Englar Road, Center Street, and Malcom Drive

ALTERNATE 7



Typical Continuous Flow Intersection
Used at Englar Road, Center Street, and Malcom Drive

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STATE HIGHWAY ADMINISTRATION

MD 140 PROJECT PLANNING STUDY

TYPICAL INTERCHANGE CONCEPTS

SCALE	DATE	FIGURE
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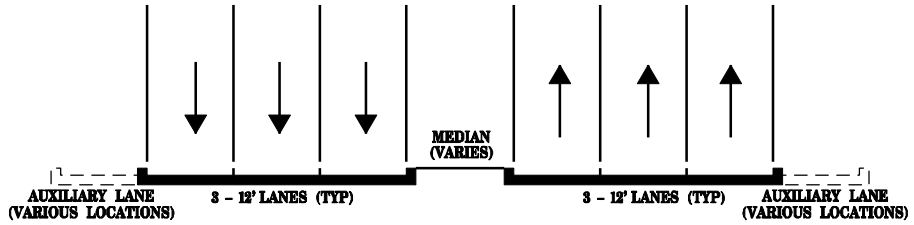
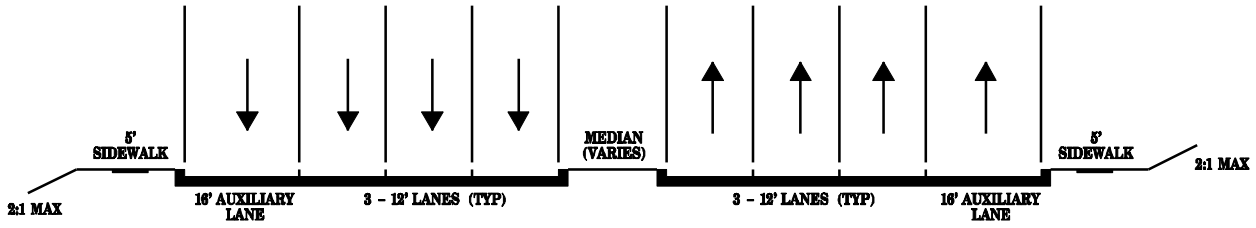
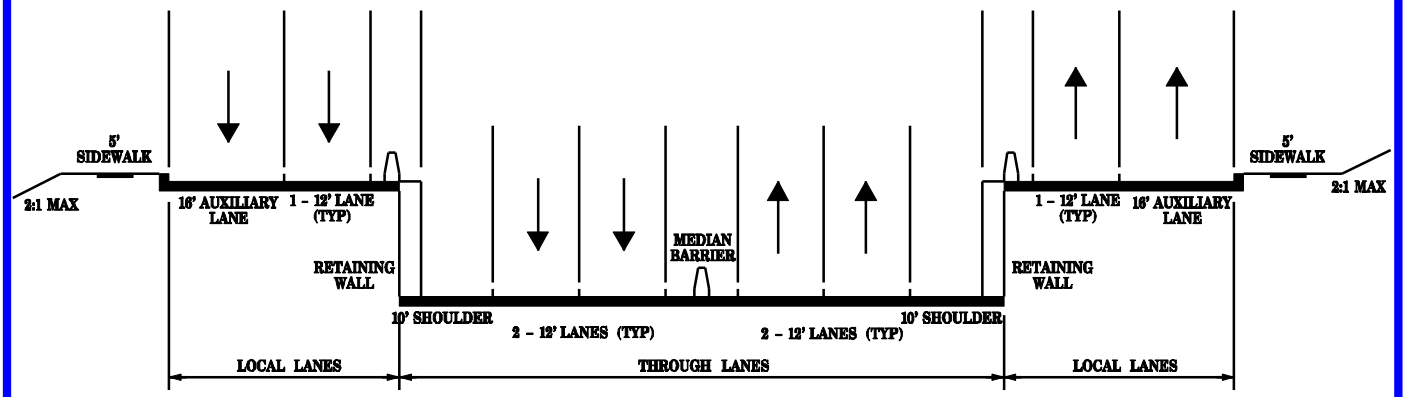
Existing Typical Section (Alternate 1)



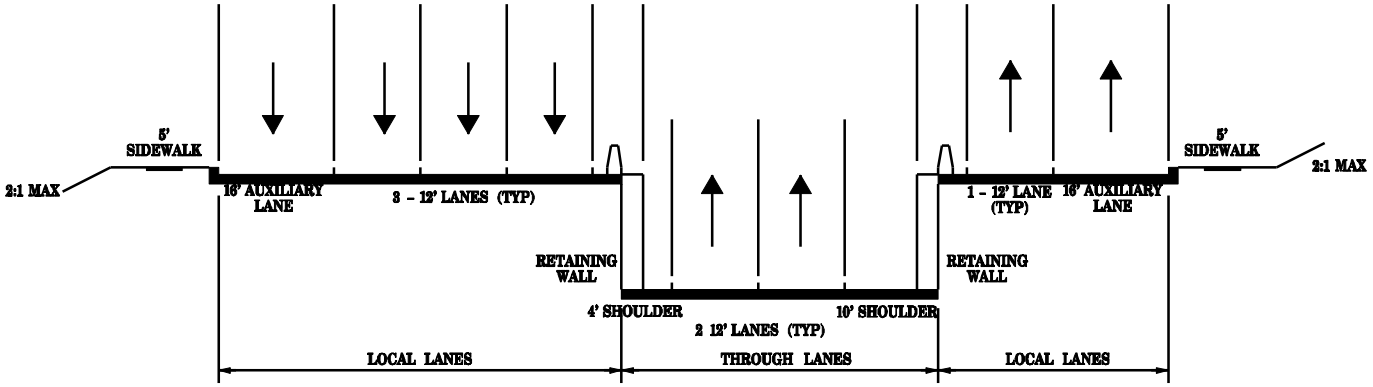
Proposed Typical Section (Alternates 2 & 7)



Proposed Typical Section (Alternate 5)



Proposed Typical Section (Alternate 6)



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MD 140 PROJECT PLANNING STUDY

CROSS SECTIONS

SCALE	DATE	FIGURE
N.T.S.	SEPTEMBER 2004	6

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

CL702A11
LOCATION/DESIGN PUBLIC HEARING

MD 140 TRANSPORTATION IMPROVEMENT STUDY
FROM MARKET STREET TO SULLIVAN ROAD

TUESDAY, OCTOBER 26, 2004
5:30 P.M. - 8:30 P.M.

HENRY C. EVANS ARMORY
350 HAHN ROAD
WESTMINSTER, MD 21157

PLEASE PRINT

NAME _____ **DATE** _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP**_____

I/We wish to comment or inquire about the following aspects of this project:

_____

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☐ **Please add my/our name(s) to the Mailing list.**

☐ **Please delete my/our name(s) to the Mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project Mailing List.**

From: _____

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Baltimore, MD

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STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
ATTN: Carmeletta Harris
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

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To help us improve our public involvement program, we would appreciate your thoughts on this **project brochure**.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
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Purpose of the Study	1	2	3	4
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Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

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How can we improve the brochure?

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TO: