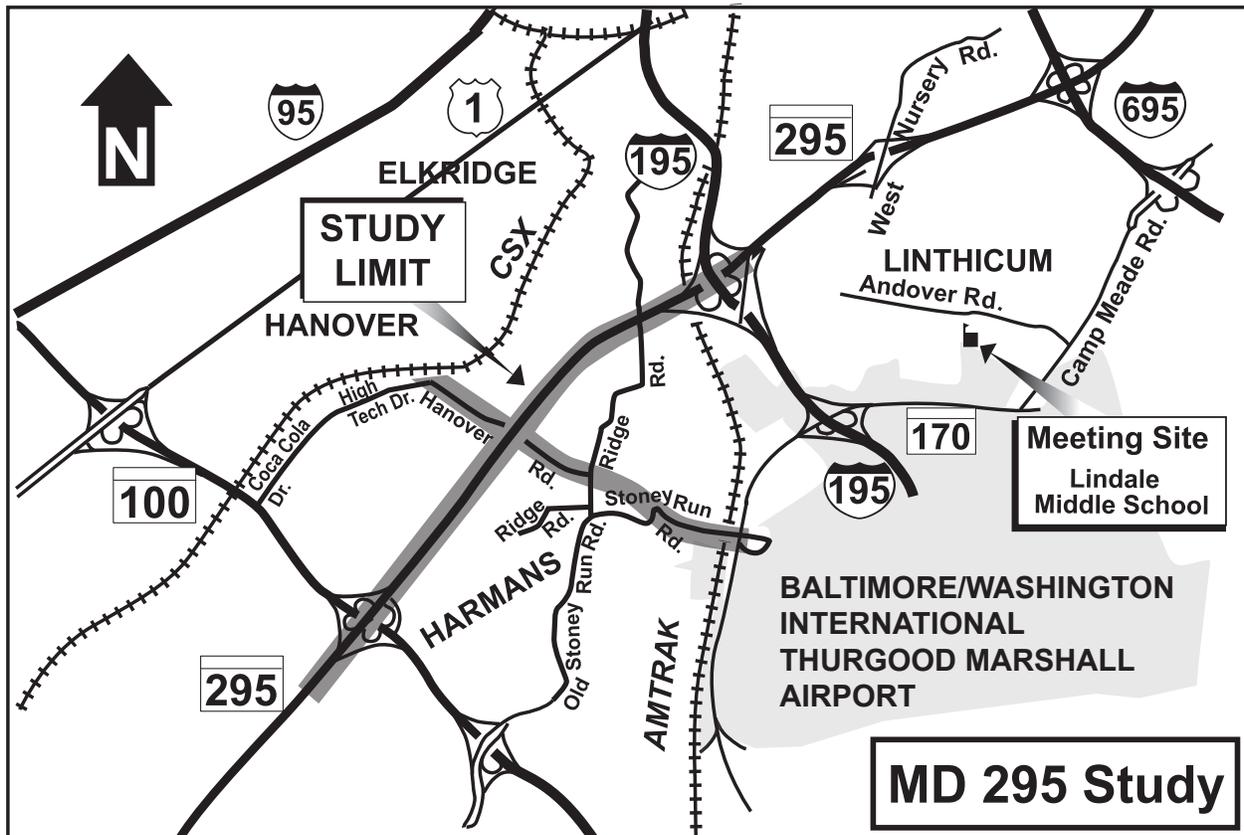


# MD 295 Project Planning Study

## JOINT LOCATION/DESIGN Public Hearing



Tuesday  
September 25, 2007  
6:00 P.M. - Maps/Displays Available  
7:00 P.M. - Presentation/Testimony

Lindale Middle School  
415 Andover Road  
Linthicum, MD 21090

Project No. AA372A11



Maryland Department  
of Transportation  
State Highway Administration



US Army Corps  
of Engineers



US Department of Transportation  
Federal Highway Administration



## **INTRODUCTION**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (Corps), is conducting a Project Planning Study along MD 295 (Baltimore-Washington Parkway) from MD 100 to I-195. The study includes improvements at MD 295 and Hanover Road, and along Hanover Road from High Tech Drive in Howard County to MD 170 (Aviation Boulevard) in Anne Arundel County.

## **PURPOSE OF THE PROJECT**

The purpose of this project is to improve the existing capacity, safety, and operations along MD 295 from MD 100 to I-195 and enhance Hanover Road as a secondary access route to Baltimore/Washington International Thurgood Marshall Airport (BWI) and BWI-area services. These improvements would also provide sufficient capacity to serve existing and planned economic development near BWI and improve connectivity in the area for the Baltimore-Washington region. Currently, I-195 serves as the primary access route to BWI and BWI business services.

## **PROJECT BACKGROUND**

The MD 295 Project Planning Study is included in the Development and Evaluation Program of the FY 2007-2012 Maryland Department of Transportation's (MDOT) Consolidated Transportation Program for Project Planning. Project Planning began in August 2004. On January 11, 2006, 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. Subsequent to the Alternates Public Workshop, one new alternative, two options, and additional access to MD 170 were added to the study.

## **PURPOSE OF THE HEARING**

The purpose of the Location/Design Public Hearing, which will be held on Tuesday, September 25, 2007, at Lindale Middle School, is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The public hearing will provide an opportunity for interested individuals, associations, citizen groups, or government agencies to offer verbal or written comments for the project record before an alternative is selected.

## **HEARING FORMAT**

Maps and other exhibits depicting the studied alternatives will be on display for public viewing beginning at 6:00 p.m. Representatives from SHA, FHWA, and the Corps will be available to answer questions related to this project. 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. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the public hearing, at the locations indicated in this brochure.

## **HOW TO COMMENT ON THE STUDY**

The public is encouraged to participate in the public hearing to ensure citizen input in the Project Planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments. Additional copies of these mailers will be available at the receptionist's desk during the public hearing. Written comments for inclusion in the project record and the public hearing transcript may be submitted until Tuesday, October 30, 2007.

Persons wishing to have their names 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 previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already included on the project mailing list and do not need to resubmit.

## **PROJECT NEED**

The area around BWI is one of the fastest growing areas of Anne Arundel County. Numerous developments, such as Arundel Mills and the BWI Business District, home to more than 60,000 employees, have contributed to increased traffic in the area. The BWI Business District is expected to continue to grow dramatically. Employment is expected to increase with recent and future development. According to the Anne Arundel Economic Development Corporation, since 2003 nearly 500,000 square feet of office space is under construction, with another 1.3 million square feet proposed to be built over the next two years. It is expected that this growth will continue into the future and include a number of major new developments. Current projections call for a 20 percent increase in employment in the immediate vicinity of BWI.

BWI plays a major role in generating economic growth, not only in the immediate area, but in the entire Baltimore – Washington metropolitan region. In 2004, BWI accommodated 20.3 million passengers, or an average of 57,000 passengers per day, with approximately 85 percent of these passengers originating or terminating their trips at BWI. Passenger volumes at BWI are expected to continue growing to nearly 35 million passengers by the year 2020. Without continued expansion, the future traffic demand may exceed the terminal area and access roadway capacities during peak travel times. Without improvements, by 2020 many of these regional facilities will operate at unacceptable levels of delay and congestion. Anne Arundel County has rezoned most of the area surrounding BWI from residential and agricultural to commercial or industrial uses due to the airport-related noise impacts. The existing area road network is not equipped to handle the

effects of these changes and is not compatible with either proposed or new zoning. Traffic volumes along the MD 295 corridor are predicted to increase by over 30 percent by Design Year 2030. The current lane configuration will not be able to support such growth. Traffic volumes at the eastern end of Hanover Road at Stoney Run Road are forecasted to increase to over 160 percent by 2030 due to airport and airport facility growth. This project is needed to provide sufficient levels of access and mobility in this heavily utilized area.

### **Existing Conditions**

The existing roadway on MD 295 includes a four-lane divided highway with two 12-foot lanes in each direction, 4-foot inside shoulders, 10-foot outside shoulders, and a variable (90 -110 feet) grass/wooded median. Hanover Road is a two-lane undivided roadway with one 10-foot lane in each direction and no shoulders.

### **Traffic Operations and Congestion**

Traffic volumes for 2004 were determined based on existing intersection turning movements and roadway segment volume counts along MD 295 and Hanover Road in the study area. Projected 2030 No-Build volumes assume no improvements to MD 295 and Hanover Road. MD 295 had a 2004 Average Daily Traffic (ADT) volume of 96,000 vehicles per day (VPD) south of the MD 100 interchange; 84,850 VPD between MD 100 and I-195; and 90,250 VPD north of the I-195 interchange. Under 2030 No-Build conditions, these volumes are expected to increase to 122,800 VPD; 115,400 VPD; and 118,700 VPD, respectively.

The 2004 ADT along Hanover Road ranged from 1,400 VPD on the west end of the project to 12,250 VPD on the east side of the project along Stoney Run Road. Under 2030 No-Build conditions, these volumes are expected to increase to 5,700 VPD and 32,600 VPD, respectively. Stoney Run Road experiences heavier traffic volumes because it serves as the main entrance to the Consolidated Rental Car Facility, the new MDOT headquarters, and the BWI employee parking lot.

Level of Service (LOS) analyses for 2004 and 2030 were performed. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical day, with LOS D (approaching unstable flow) or better generally considered acceptable for highways in urban and suburban areas. At LOS E, volumes are near the capacity of the highway. LOS F represents conditions in which there are operational breakdowns, with stop-and-go traffic and extremely long delays at signalized intersections.

Currently, mainline MD 295 operates between LOS C and LOS E during peak hours. With the increase in traffic volumes, most segments along MD 295 will operate at LOS F by 2030 if no improvements are made. Under 2004 existing conditions, all intersections along Hanover Road, Old Stoney Run Road, and Stoney Run Road operate at LOS A. Under 2030 No-Build conditions, these intersections will continue to operate acceptably, with the exception of the Stoney Run Road at New Ridge Road intersection, which will operate at LOS F. This Project Planning Study has identified alternatives to address these concerns.

## **ALTERNATIVES UNDER CONSIDERATION**

Six Build alternatives and the No-Build alternative were retained for further detailed study; all Build alternatives include the widening of MD 295 and improvements along Hanover Road. The existing MD 295 mainline would be widened to six lanes along the inside of the roadway, from south of the MD 100 interchange to north of the I-195 interchange (see Figures 1 and 2). A 12-foot lane and a 10-foot shoulder would be added to the inside of the existing roadway, providing three 12-foot lanes, a 10-foot inside shoulder, and a 12-foot outside shoulder in each direction (see Figure 3).

Hanover Road would be upgraded to a four-lane roadway (two lanes in each direction), 12-foot inside lanes, and 16-foot outside lanes to accommodate bicyclists. It would include a 20-foot median, a 10-foot hiker/biker trail on the north side, and a five-foot sidewalk on the south side between High Tech Drive in Howard County and Corporate Center Drive in Anne Arundel County. Hanover Road would also be extended east beyond Corporate Center Drive / New Ridge Road as a four-lane undivided roadway with a 10-foot hiker/biker trail on the north side (see Figure 4).

All Build alternatives would add a ramp from southbound MD 170 (Aviation Boulevard) to Stoney Run Road, and a ramp from Stoney Run Road to southbound MD 170 (see Figure 5).

The Build alternatives for the proposed interchange at MD 295 and Hanover Road differ, as they do for the two alternative alignments proposed for Hanover Road. Alternatives 3 and 4 would keep Hanover Road on its existing alignment. Alternatives 3A, 4A, 7, and 8 would relocate Hanover Road approximately 200 feet south of the existing alignment.

Preliminary Alternatives 2, 5, 6 and the Hanover Road North option were developed initially, but were not carried forward for detailed study because of the large amount of right-of-way they would require. Under these alternatives, few significant congestion improvements would be made to the area, and minimal improvement would result from the maintenance of traffic options.

### **Alternative 1: No-Build**

The No-Build Alternative consists of routine maintenance and spot improvements to the existing roadway. Minor improvements would occur as part of normal maintenance and safety operations. The No-Build Alternative does not address the purpose and need for the project, but serves as a baseline for comparing the impacts and benefits associated with the Build alternatives.

### **Alternative 3 – Compressed Diamond Interchange**

Under this alternative, a compressed diamond interchange would be built at MD 295 and Hanover Road. Ramps to and from MD 295 would meet Hanover Road at signalized intersections on either side of MD 295 (see Figure 6).

### **Alternative 3 Option A – Compressed Diamond Interchange with Relocated Hanover Road**

Under this alternative, Hanover Road would be relocated approximately 200 feet south of the existing alignment and a compressed diamond interchange would be built at MD 295 and relocated Hanover Road. Ramps to and from MD 295 would meet Hanover Road at signalized intersections on either side of MD 295 (see Figure 7).

### **Alternative 4 – Single-Point Urban Interchange (SPUI)**

Under this alternative, a single-point urban interchange (SPUI) would be built at MD 295 and Hanover Road. While similar to traditional diamond interchanges, SPUI ramps curve inward and meet at a single traffic signal underneath the bridge, allowing opposing left-turning movements to occur simultaneously (see Figure 8).

### **Alternative 4 Option A – Single-Point Urban Interchange with Relocated Hanover Road**

Under this alternative, Hanover Road would be relocated approximately 200 feet south of the existing alignment and a single-point urban interchange (SPUI) would be built at MD 295 and relocated Hanover Road (see Figure 9).

### **Alternative 7 – South Alignment of Hanover Road with Loop and Half Diamond Interchange**

Under this alternative, a loop ramp would be built in the southwestern quadrant of the interchange to allow movement from southbound MD 295. One-way directional ramps would be built on the northeast and southeast quadrants to allow movements to and from northbound MD 295.

No ramps would be built in the northwestern quadrant of the interchange to avoid impacts to parklands, wetlands, and residential areas (see Figure 10).

### **Alternative 8 – Diverging Diamond Interchange (DDI)**

Under this alternative, a diverging diamond interchange would be built at MD 295 and Hanover Road. The DDI shifts traffic from the end of ramps to the opposite side of the roadway, promoting left-turn movements and eliminating the left-turn signal phase to improve the efficiency of the interchange. This traffic shift also improves capacity and minimizes the length of queues which can cause failure within a diamond interchange (see Figure 11).

## **ENVIRONMENTAL SUMMARY**

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify the potential for impacts to natural, cultural, and socioeconomic resources within the study area. A comparison and summary of potential impacts and costs for each alternative is included in Table 1 (see page 5).

### **Land Use**

The proposed improvements to MD 295 and Hanover Road are consistent with the Anne Arundel County BWI/Linthicum Small Area Plan and the Howard County General Plan. Potential business growth in the area and anticipated increases in traffic congestion are incorporated into the planning process. All proposed improvements are consistent with local land use plans.

Existing land use within the study area is a mixture of commercial, industrial, forest, and residential uses. Residential land is located predominantly in the western portion of the study area in Howard County, while commercial and industrial lands are primarily associated with BWI to the east, and along MD 100 to the south. Forest lands are prevalent along Deep Run and Stoney Run, roughly paralleling MD 295. Future land use is not expected to differ significantly from existing

**Summary of Impact Chart**

**Table 1**

RESOURCES	Alternative						
	1	3	3A	4	4A	7	8
	No-Build	Compressed Diamond w/ Existing Hanover Road Alignment	Compressed Diamond w/ Relocated Hanover Road Alignment	SPUI w/ Existing Hanover Road Alignment	SPUI w/ Relocated Hanover Road Alignment	Loop Ramp w/ Relocated Hanover Road Alignment	Diverging Diamond w/ Relocated Hanover Road Alignment
<b>Socio-Economic Environment</b>							
1. Displacements							
a. Residential (No.)	0	4	3	4	3	3	3
b. Business/Commercial (No.)	0	0	0	0	0	0	0
2. Properties/Resources Affected							
a. Residential (No.)	0	11	9	10	9	8	9
b. MAA-owned Parcels (No.)	0	15	14	15	14	14	14
c. Other Business/Commercial (No.)	0	23	23	23	24	22	25
d. Religious Facility/School (No.)	0	0	0	0	0	0	0
e. Parkland/Recreation Areas (No.)	0	2	2	2	2	2	2
f. Historical/Archeological (No.)	0	3	3	3	3	3	3
3. Right-of-Way Required							
a. Residential (Acres)	0	13.20	13.80	12.81	13.84	11.98	13.62
b. MAA-owned Parcels (Acres)	0	12.42	15.40	12.42	15.45	15.95	15.45
c. Other Business/Commercial (Acres)	0	34.41	31.60	34.42	33.52	36.97	31.29
d. Religious Facility/School (Acres)	0	0	0	0	0	0	0
e. Parkland/Rec Area (Acres)	0	2.97	2.86	3.23	2.90	2.85	2.97
<b>Total Right-of-Way Required (Acres)</b>	<b>0</b>	<b>63.00</b>	<b>63.66</b>	<b>62.88</b>	<b>65.71</b>	<b>67.75</b>	<b>63.33</b>
<b>Natural Environment</b>							
1. Prime Farmland Soils (Acres)	0.00	9.58	11.29	9.86	12.12	12.44	9.04
2. Wetlands (Acres)	0.00	3.68	4.05	3.72	4.12	3.64	4.25
3. Stream (Linear feet) <sup>1</sup>	0.00	14,986	14,250	15,050	14,436	12,850	13,315
4. 100-yr Floodplain (Acres)	0.00	6.15	6.64	6.42	6.96	8.41	6.96
5. Forest (Acres)	0.00	36.66	34.23	37.49	34.47	33.20	33.41
<b>Cost Estimates</b>							
<b>Total in Million</b>		<b>\$166- \$176</b>	<b>\$178- \$188</b>	<b>\$171- \$181</b>	<b>\$185- \$195</b>	<b>\$185- \$196</b>	<b>\$187- \$197</b>

<sup>1</sup> Total stream impacts include all perennial, intermittent, and ephemeral channels, and unclassified culverts.

patterns. The BWI Airport Noise Zone, combined with local zoning consistent with Anne Arundel County’s BWI/Linthicum Small Area Plan, will limit residential development and promote continued commercial development throughout the eastern two-thirds of the study area. Increased development in this area is primarily driven by the projected expansion of BWI and the growing business district surrounding BWI. A limited amount of residential growth is anticipated around the MD 100 interchange in the southwest portion of the study area.

**Socio-economic Resources**

The study area is composed of many small residential neighborhoods, industrial parks, and natural areas, in addition to BWI. There are four communities within the study area: Patapsco, Elkridge, Hanover, and Harmans. Residential neighborhoods in the Hanover community would

be most directly affected by the Build alternatives. Scattered residences along Hanover Road and Ridge Road are located immediately adjacent to the proposed improvements. Alternatives 3 and 4 would each result in four residential displacements, while Alternatives 3A, 4A, 7, and 8 would each result in three residential displacements. Up to 67.7 acres of right-of-way may be required, depending on the alternative selected.

The Patapsco Valley State Park (PVSP) is located along the MD 295 corridor and is crossed by the western portion of Hanover Road. Depending on the preferred alternative, up to 3.23 acres of the PVSP may be impacted, representing approximately 0.02 percent of total park acreage. Coordination is ongoing with the Maryland Department of Natural Resources (DNR) regarding the potential impacts to the PVSP. Should DNR concur that the project would

not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f), SHA will seek concurrence from FHWA on a de minimis (minimal) impact finding for the proposed park impacts. This public hearing provides citizens the opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the PVSP.

The BWI Hiker/Biker Trail is located along the perimeter of BWI and is the only multi-use trail in the northwestern segment of Anne Arundel County. It forms a link in an interconnected trail system throughout Anne Arundel County and is a component of the national East Coast Greenway trail. Temporary construction impacts to the BWI Trail may occur with the Build alternatives. Approximately 400 feet of the BWI trail would be relocated to the north between the eastern end of the Stoney Run Road bridge over MD 170 and the Northrop Grumman entrance. The proposed relocation of the trail would be constructed first in order to avoid interruptions to the activities or purposes of the trail.

Emergency response time in the study area is expected to improve due to the greater accessibility provided by the Build alternatives. SHA will continue coordination with emergency service providers to identify potential traffic delays during construction and detour routes that may affect response times.

The intent of the Smart Growth Priority Funding Areas Act of 1997 is to limit sprawl and direct state funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). The existing crossing of Hanover Road over Deep Run in PVSP is the only portion of the project area outside the PFAs designated by Howard and Anne Arundel counties. The area outside the PFAs represents less than five percent of the entire project area.

In compliance with Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," SHA will avoid disproportionately high and/or adverse effects to minority and low-income

communities throughout the project area. Identification of low-income and minority populations was based on a review of 2000 census data and through correspondence with local area organizations. Minority populations were found to exist in the study area; however, no specific populations were identified within the area of impact or displaced properties. SHA will continue to involve these communities in the project area through mailing list notifications, public meetings, and presentations.

## **Cultural Resources**

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has conducted a survey of the study area for cultural resources. MHT has concurred with SHA's determination that there are no significant historic standing structures considered eligible for the National Register of Historic Places (NRHP) in the project area. Three archeological sites were identified that are considered potentially eligible for NRHP listing. Detailed archeological studies to determine site significance are currently underway, and coordination with MHT will continue. In accordance with the Section 106 procedures of the National Historic Preservation Act, this public hearing provides the opportunity for public input regarding impacts to cultural resources.

## **Natural Environmental Resources**

SHA, through consultation with the Corps, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions and information which will be considered by the Corps in evaluating a Department of the Army permit. The Corps regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. This study also satisfies the alternatives analysis requirements of the Maryland Department of the Environment (MDE) for a Maryland Nontidal Wetlands and Waterways Permit for proposed impacts to nontidal wetlands. In addition, a water quality certification, pursuant to Section 401 of the Clean

Water Act, will be required from MDE. Written statements expressing concern for aquatic resources may be submitted to Mr. Steve Elinsky, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203-1715, until October 30, 2007.

The MD 295 study area is located within the Deep Run and Stoney Run sub-watersheds, which are part of the Patapsco River watershed. Coordination with DNR indicates that spawning activities of anadromous fish species including white perch, yellow perch, and herring, have been documented near the mouths of Deep Run and Stoney Run and should be protected by Use I in-stream work prohibitions, from March 1 to June 15 (expanded to February 15 where yellow perch are known to spawn). According to the Federal Emergency Management Agency, portions of the study area near Deep Run and Stoney Run are within the 100-year floodplains. Potential impacts to floodplains within the project area range from 6.1 to 8.4 acres.

Twenty-eight wetlands and 65 waterways were found within the project area. One wetland system associated with Stoney Run is designated by MDE as a nontidal Wetland of Special State Concern (WSSC). Depending on the alternative chosen, potential wetland impacts range from 3.6 to 4.2 acres. Potential impacts to waterways range from 12,850 linear feet to 15,050 linear feet. Adverse impacts to water quality during construction would be minimized through strict adherence to SHA's sediment and erosion control procedures. To minimize impacts to water quality, plans for stormwater management and sediment and erosion control would be developed in accordance with MDE criteria to minimize adverse effects to water resources. The plans would include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Existing vegetation includes a mix of residential plantings and landscape species, old fields previously cleared for agriculture or planted as tree farms, and deciduous and mixed second-growth woodlands. The study area contains

prime farmland soils and Maryland farmland soils of statewide importance. There are no active farms within the project area. Impacts to forested areas range from approximately 33 to 37 acres, depending on the Build alternative.

Coordination with the DNR Wildlife and Heritage Service and the US Fish and Wildlife Service (FWS) indicated that no rare, threatened or endangered animal species are known to occur within the study area. FWS indicated that a federally threatened wild flower, the swamp pink, has been known to occur in the vicinity of the project area. DNR indicated that the following six state and one federal rare, threatened or endangered plant species are known to occur in the vicinity of the study area: swamp pink, bog fern, giant cane, clammy weed, halberd-leaved greenbrier, and butter plant. None of the Build alternatives would result in direct impacts to rare, threatened or endangered plants. However, all Build alternatives have the potential for indirect impacts to the bog fern arising from impacts to the wetlands that support these plants. Coordination with DNR regarding avoidance and minimization measures for potential indirect impacts to the bog fern will continue as the project progresses.

### **Air and Noise Impacts**

Detailed air quality and noise analyses have been conducted for this project. The air quality analysis indicated that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQS) are expected, and the project meets the transportation conformity requirements of the Federal Clean Air Act.

Howard and Anne Arundel counties are listed as not in "non-attainment" with the NAAQS for carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. Both counties are listed as "moderate non-attainment" relative to the NAAQS for eight-hour ozone, and as "non-attainment" relative to PM<sub>2.5</sub> (particulate matter 2.5 microns or smaller in size) and are therefore subject to conformity with the Maryland State Implementation Plan (SIP). Conformity to the SIP is determined through regional air quality analyses of the Transportation Improvement

Plan (TIP), typically performed through the local Metropolitan Planning Organization. This project demonstrates conformity with the SIP as it was included as part of Maryland's approved 2007-2011 TIP.

Nine Noise-Sensitive Areas (NSAs) and the PSVP were identified in the project area. Future predicted noise levels at five NSAs and in portions of PSVP would experience Build Year noise levels equal to or exceeding FHWA/SHA noise-impact criteria (67dBA) and were considered for noise abatement. A final determination on the feasibility and reasonableness of noise barriers will be made after SHA has identified its preferred alternative and additional design information becomes available.

## **REMAINING STEPS IN THE PROJECT PLANNING PROCESS**

- Evaluate and address public and agency comments received from the Location/Design Public Hearing (*Winter 2007*)
- Administrator Concurrence on Preferred Alternative (*Spring 2008*)
- Receive Location Approval from the Federal Highway Administration and Design Approval from the State Highway Administrator for the Preferred Alternative (*Fall 2008*)

## **NON-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, Director  
Office of Equal Opportunity  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-406  
Baltimore, Maryland 21202  
Telephone: (410) 545-0315  
Toll-free in Maryland: 1-888-545-0098

## **RIGHT-OF-WAY AND RELOCATION ASSISTANCE**

For information regarding right-of-way and relocation assistance, please contact:

- Ms. Susan K. Bauer  
District 5, Office of Real Estate  
Maryland State Highway Administration  
138 Defense Highway  
Annapolis, MD 21401  
Telephone: (410) 841-1000  
Toll-free in Maryland: 1-800-331-5603
- Mr. Patrick Minnick  
District 7, Office of Real Estate  
Maryland State Highway Administration  
5111 Buckeystown Pike  
Frederick, MD 21704  
Telephone: (301) 624-8100  
Toll-free in Maryland: 1-800-635-5119

## **DOCUMENTS AVAILABLE FOR REVIEW**

The Location/Design Public Hearing Transcript will be available by late November 2007. To confirm availability, please call ahead Monday through Friday at:

- Maryland State Highway Administration  
District 5 Office  
138 Defense Highway  
Annapolis, MD 21401  
Telephone: (410) 841-1000  
Toll Free in Maryland: 1-800-331-5603
- Maryland State Highway Administration  
Public Involvement Section, 3<sup>rd</sup> Floor  
Project Planning Division  
707 North Calvert Street  
Baltimore, Maryland 21202  
Telephone: (410) 545-8522  
Toll-free in Maryland: 1-800-548-5026
- Maryland State Highway Administration  
Dayton Shop  
4401 Rt. 32  
Dayton, Maryland 21036  
Telephone: 410-531-5533  
Toll-free in Maryland: 1-800-545-8132
- Linthicum Branch Library  
400 Shipley Road  
Linthicum, Maryland 21090  
Telephone: (410) 222-6265
- Elkridge Branch Library  
6540 Washington Boulevard  
Elkridge, Maryland 21075  
Telephone: (410) 313-5077

## **MEDIA USED FOR MEETING NOTIFICATION**

An advertisement appeared in the following newspapers to announce this Public Hearing:

- The Maryland Gazette
- The Capital
- The Howard County Times
- The Sun

Public service announcements were also furnished to radio stations covering the project area. Those on the project mailing list received direct notice of the Hearing.

## **THANK YOU**

Thank you for taking the time to review this project material and participate in this public hearing. Your comments are greatly appreciated! If you have questions, please feel free to contact any of the project team members listed on the next page. Information about other SHA projects and services can be accessed at [www.marylandroads.com](http://www.marylandroads.com)

**STATE HIGHWAY ADMINISTRATION**

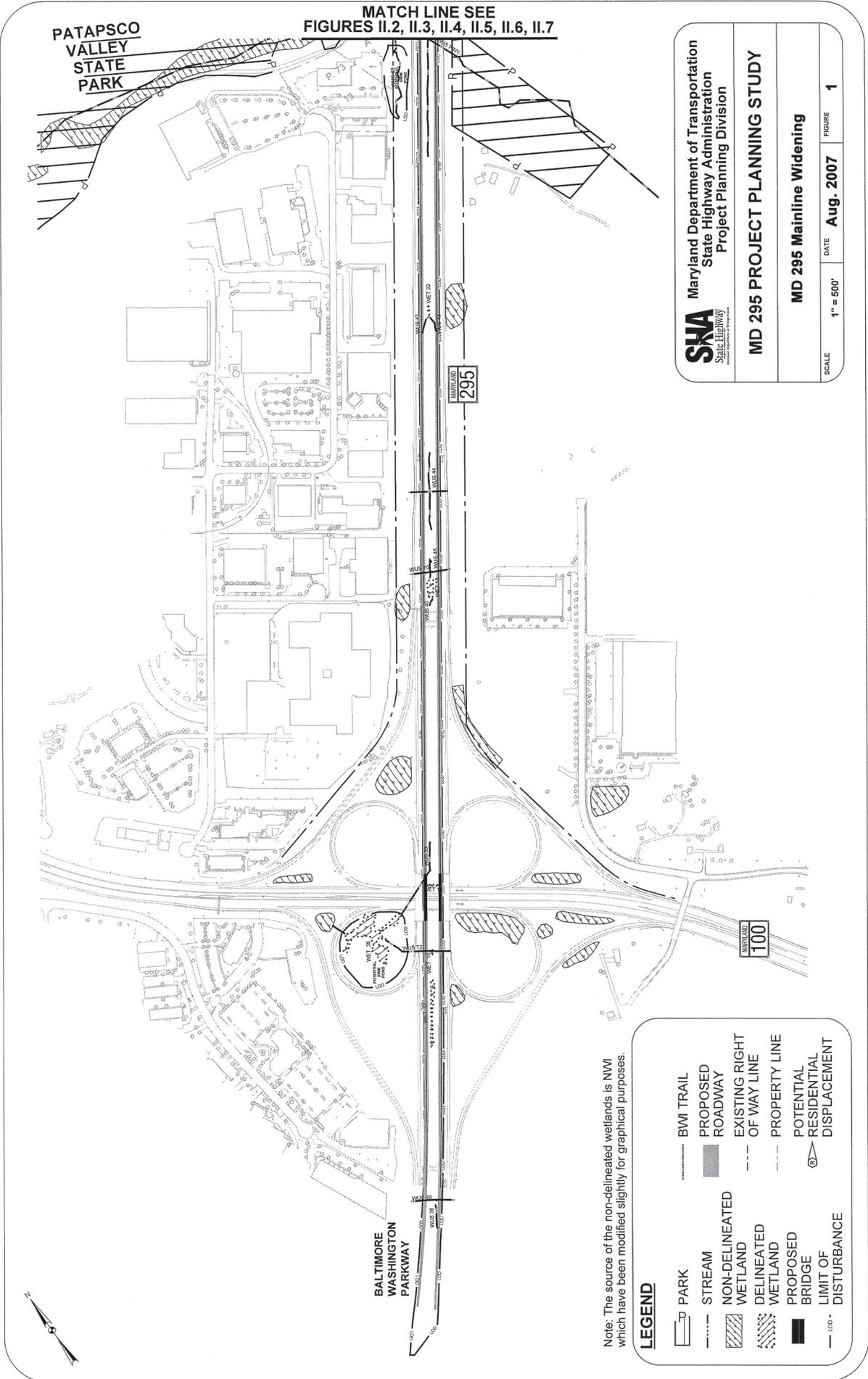
Ms. Carmeletta T. Harris, Project Manager  
Project Planning Division  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, Maryland 21202  
Telephone: (410) 545-8522  
Toll-free in Maryland: 1-800-548-5026  
e-mail: [charris@sha.state.md.us](mailto:charris@sha.state.md.us)

Mr. Raja Veeramachaneni, Director  
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Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-411  
Baltimore, Maryland 21202

Mr. Greg Welker, District Engineer  
District 5 (Anne Arundel County)  
Maryland State Highway Administration  
138 Defense Highway  
Annapolis, MD 21401  
Telephone: (410) 841-1000  
e-mail: [gwelker@sha.state.md.us](mailto:gwelker@sha.state.md.us)

**FEDERAL HIGHWAY ADMINISTRATION**

Mr. Daniel Montag, P.E.  
Area Engineer - Construction  
FHWA - DelMar Division  
Delaware Office  
300 South New Street, Suite 2101  
Dover, DE 19904  
Telephone: (302) 734-1719  
e-mail: [Daniel.Montag@fhwa.dot.gov](mailto:Daniel.Montag@fhwa.dot.gov)



PATAPSCO VALLEY STATE PARK

MATCH LINE SEE FIGURES II.2, II.3, II.4, II.5, II.6, II.7

BALTIMORE WASHINGTON PARKWAY

MD 295

MD 295 PROJECT PLANNING STUDY

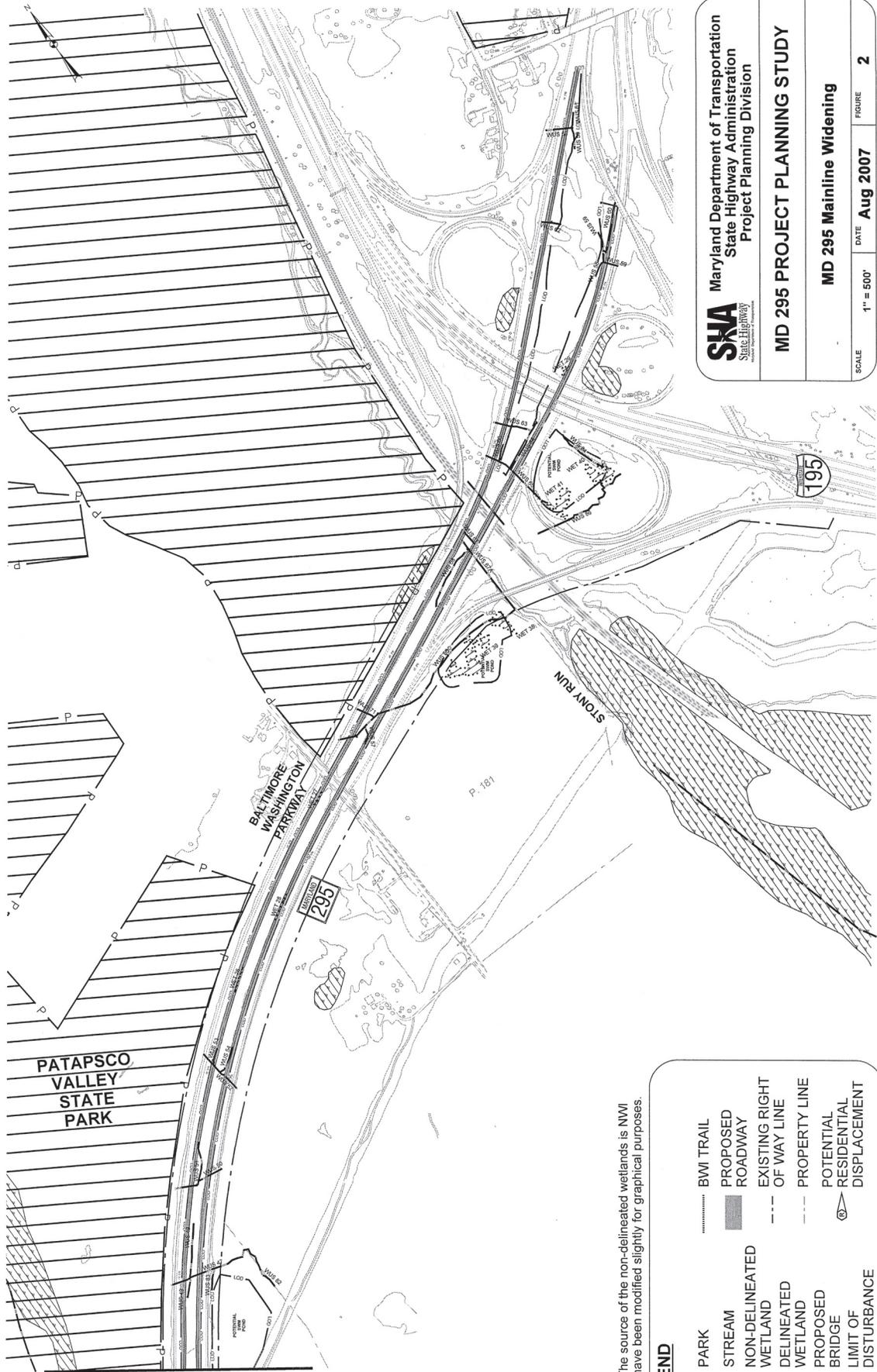
MD 295 Mainline Widening

SCALE 1" = 500' DATE Aug. 2007 FIGURE 1

Note: The source of the non-delineated wetlands is NMI which have been modified slightly for graphical purposes.

**LEGEND**

- PARK
- STREAM
- NON-DELINEATED WETLAND
- DELINEATED WETLAND
- PROPOSED BRIDGE
- LIMIT OF DISTURBANCE
- BMT TRAIL
- PROPOSED ROADWAY
- EXISTING RIGHT OF WAY LINE
- PROPERTY LINE
- POTENTIAL RESIDENTIAL DISPLACEMENT



MATCH LINE SEE  
 FIGURES II.2, II.3, II.4, II.5, II.6, II.7

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

**LEGEND**

	PARK		BWI TRAIL
	STREAM		PROPOSED ROADWAY
	NON-DELINEATED WETLAND		EXISTING RIGHT OF WAY LINE
	DELINEATED WETLAND		PROPERTY LINE
	PROPOSED BRIDGE		POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE		

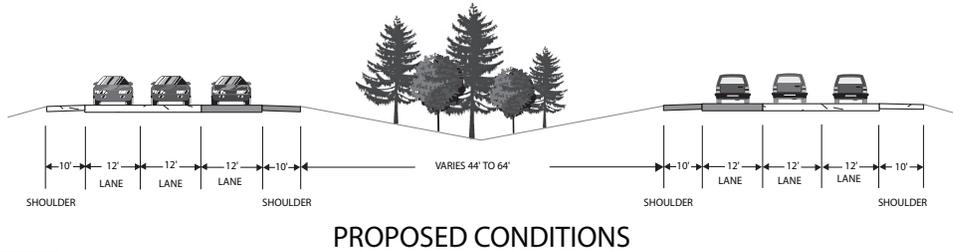
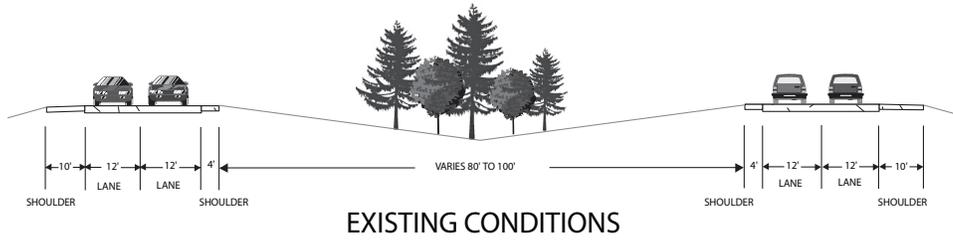
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**MD 295 Mainline Widening**

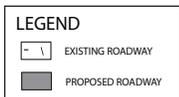
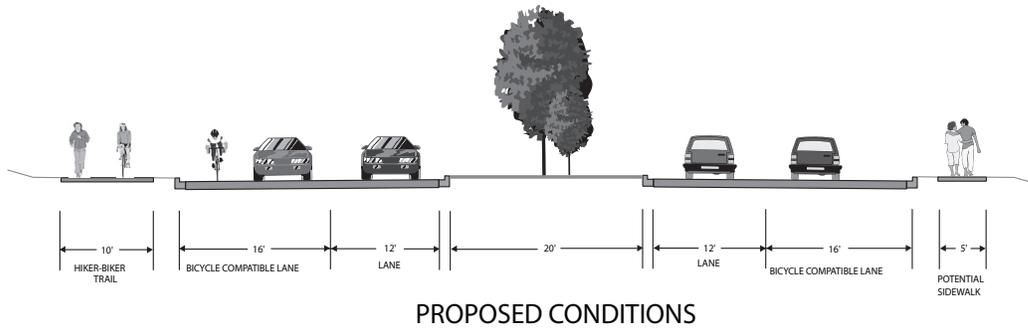
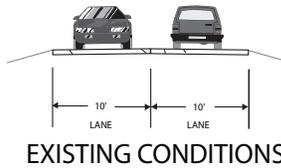
SCALE 1" = 500' DATE Aug 2007 FIGURE 2

# MD 295 TYPICAL SECTION

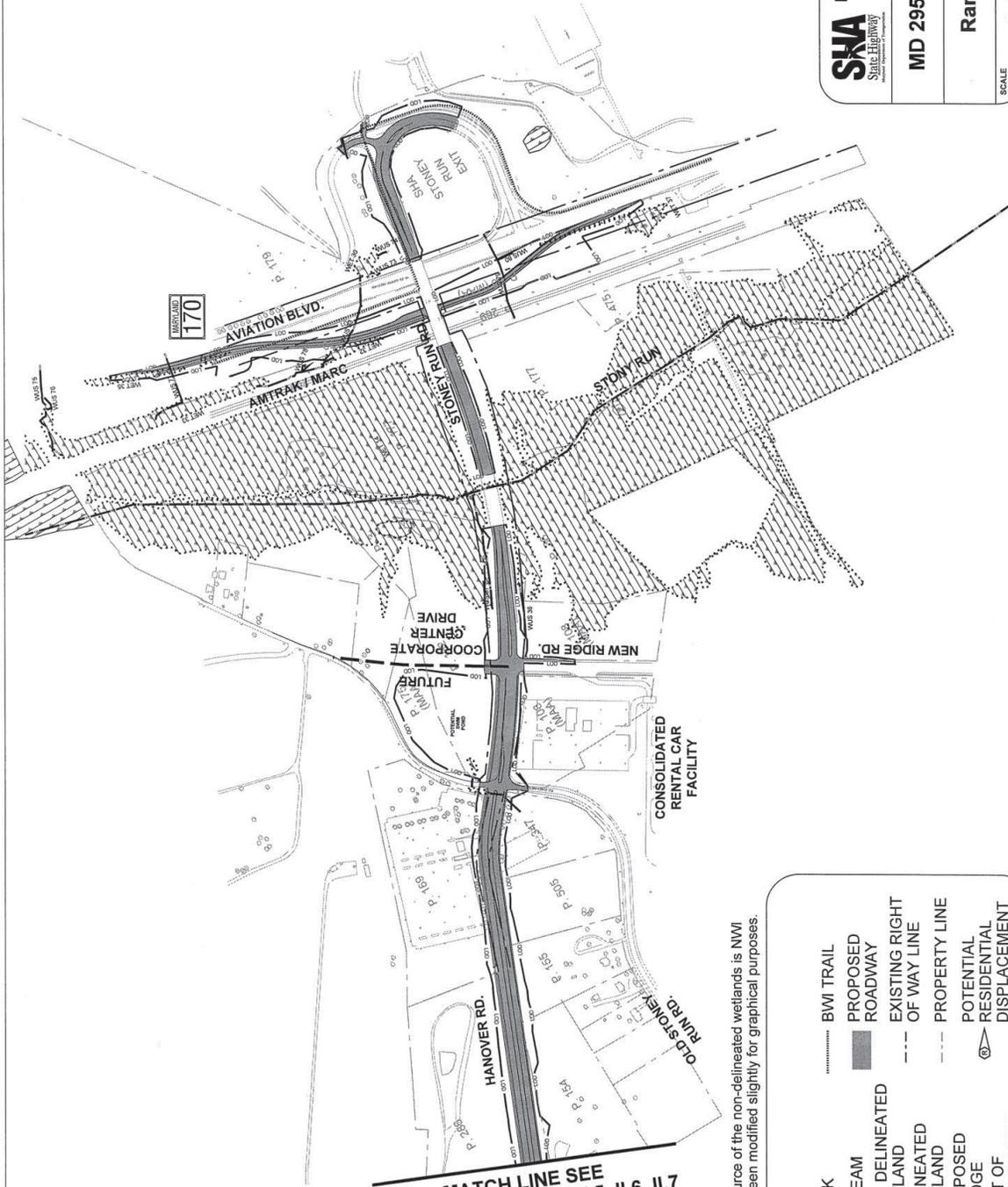


NOT TO SCALE  
**Figure 3**

# HANOVER ROAD TYPICAL SECTION



NOT TO SCALE  
**Figure 4**



**MATCH LINE SEE FIGURES II.2, II.3, II.4, II.5, II.6, II.7**

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

**LEGEND**

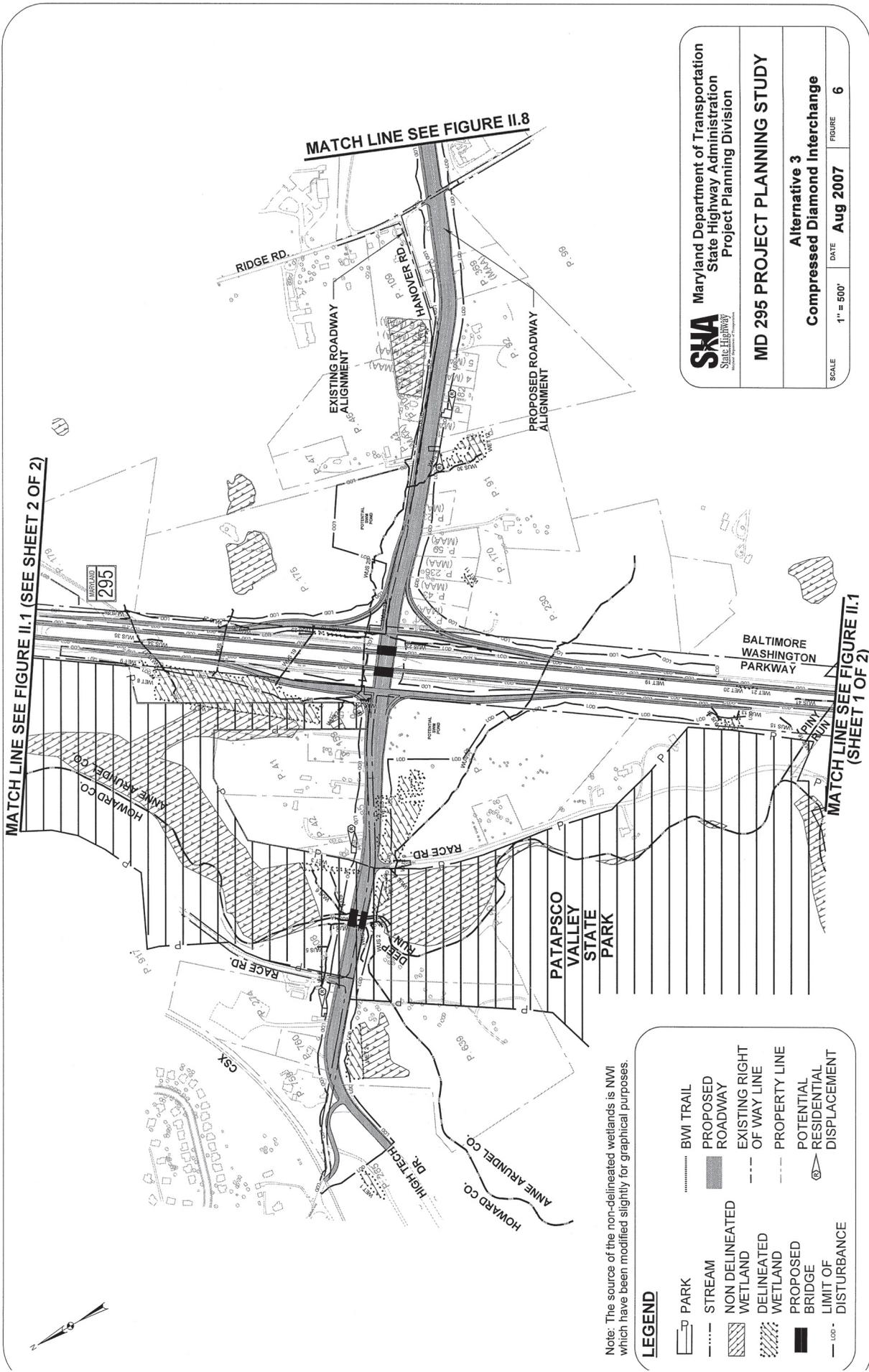
- PARK
- STREAM
- NON DELINEATED WETLAND
- DELINEATED WETLAND
- PROPOSED BRIDGE
- LIMIT OF DISTURBANCE
- BWI TRAIL
- PROPOSED ROADWAY
- EXISTING RIGHT OF WAY LINE
- PROPERTY LINE
- POTENTIAL RESIDENTIAL DISPLACEMENT

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**Ramps at Stoney Run and I-70**

SCALE 1" = 500' DATE JUNE 2007 FIGURE 5



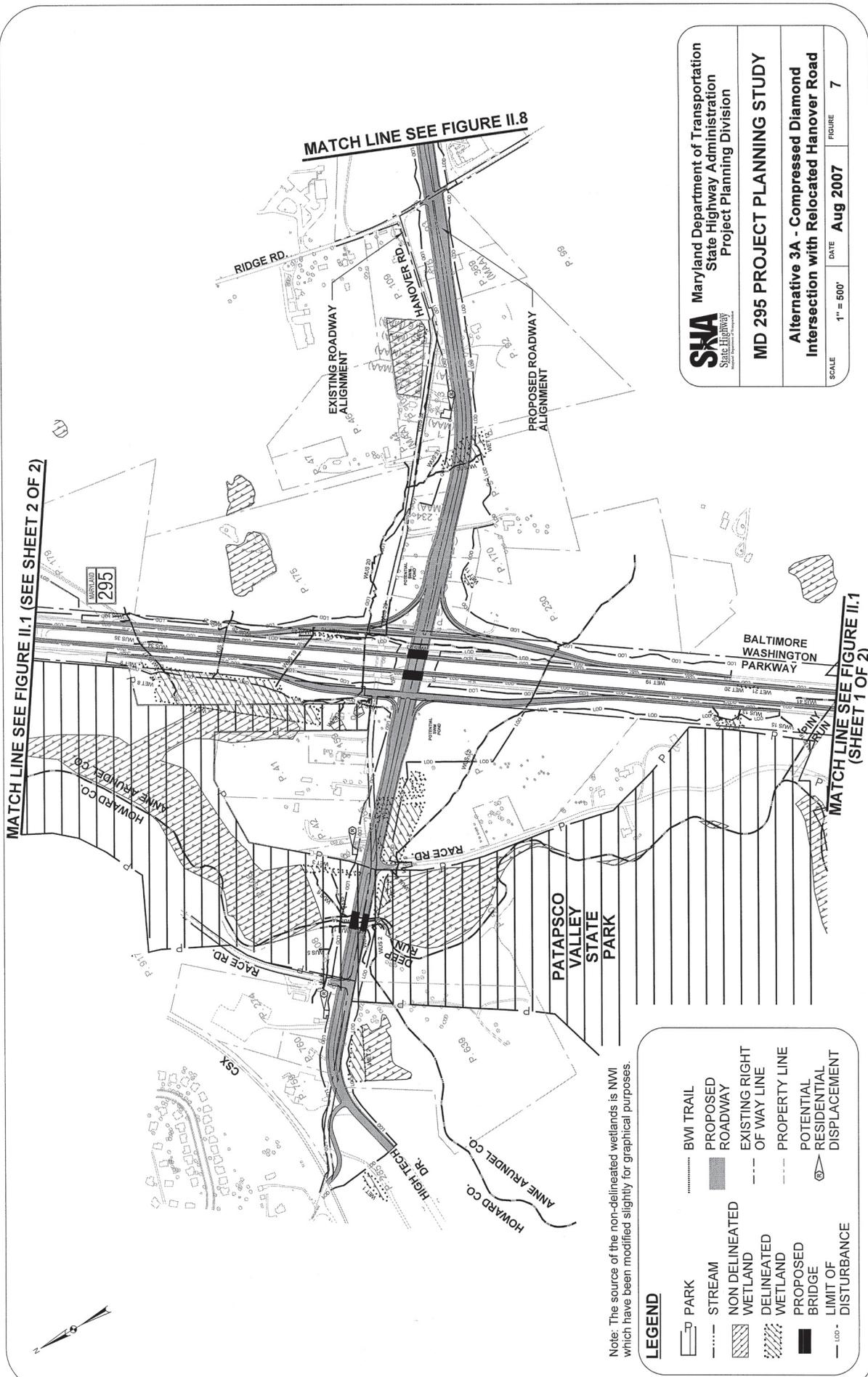
**MD 295 PROJECT PLANNING STUDY**  
**Alternative 3**  
**Compressed Diamond Interchange**

SCALE 1" = 500' DATE Aug 2007 FIGURE 6

**LEGEND**

- PARK
- STREAM
- NON DELINEATED WETLAND
- DELINEATED WETLAND
- PROPOSED BRIDGE
- LIMIT OF DISTURBANCE
- BMI TRAIL
- PROPOSED ROADWAY
- EXISTING RIGHT OF WAY LINE
- PROPERTY LINE
- POTENTIAL RESIDENTIAL DISPLACEMENT

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.



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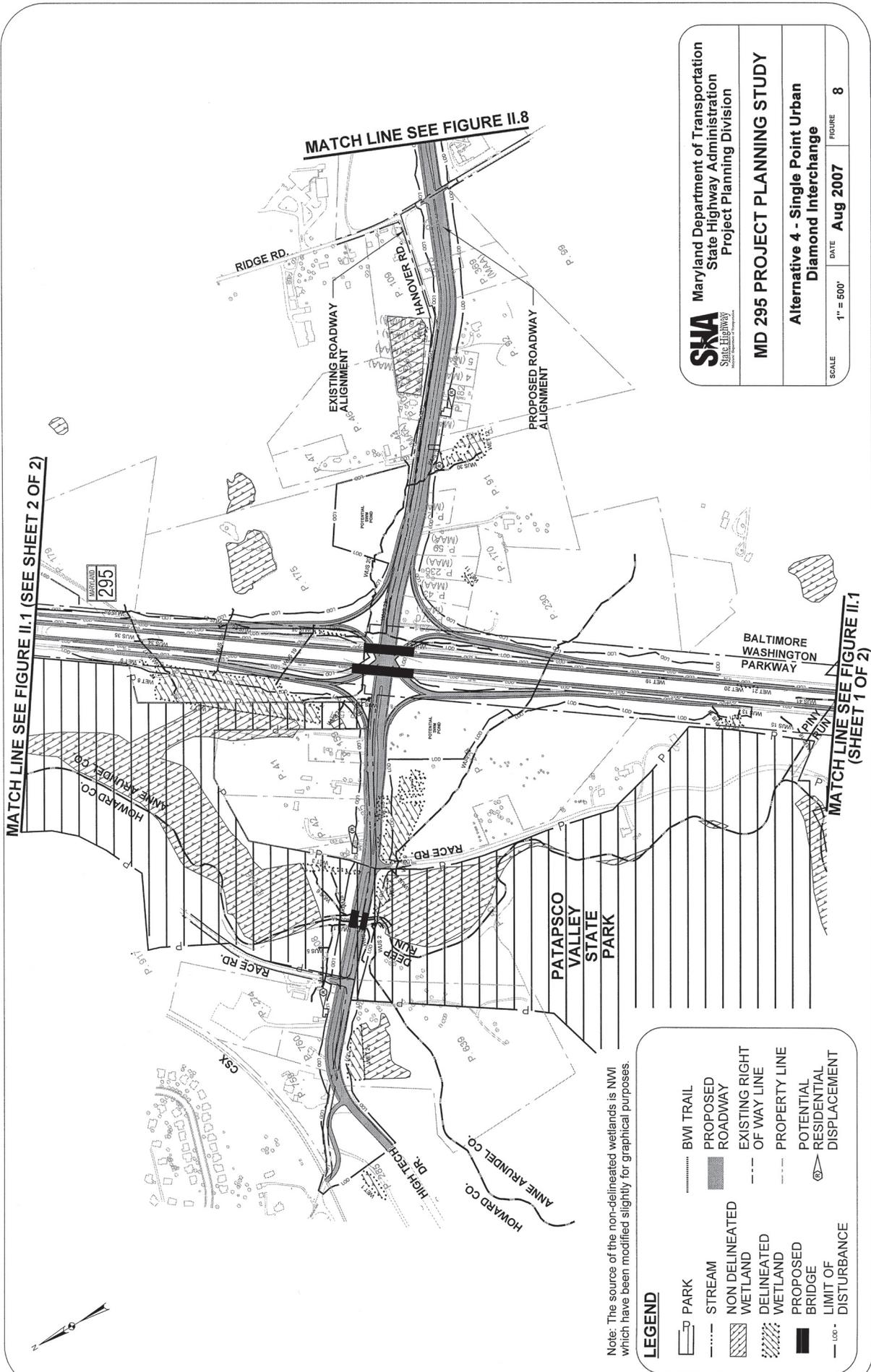
**Alternative 3A - Compressed Diamond Intersection with Relocated Hanover Road**

SCALE 1" = 500' DATE **Aug 2007** FIGURE **7**

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

**LEGEND**

	PARK		BWI TRAIL
	STREAM		PROPOSED ROADWAY
	NON DELINEATED WETLAND		EXISTING RIGHT OF WAY LINE
	DELINEATED WETLAND		PROPERTY LINE
	PROPOSED BRIDGE		POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE		



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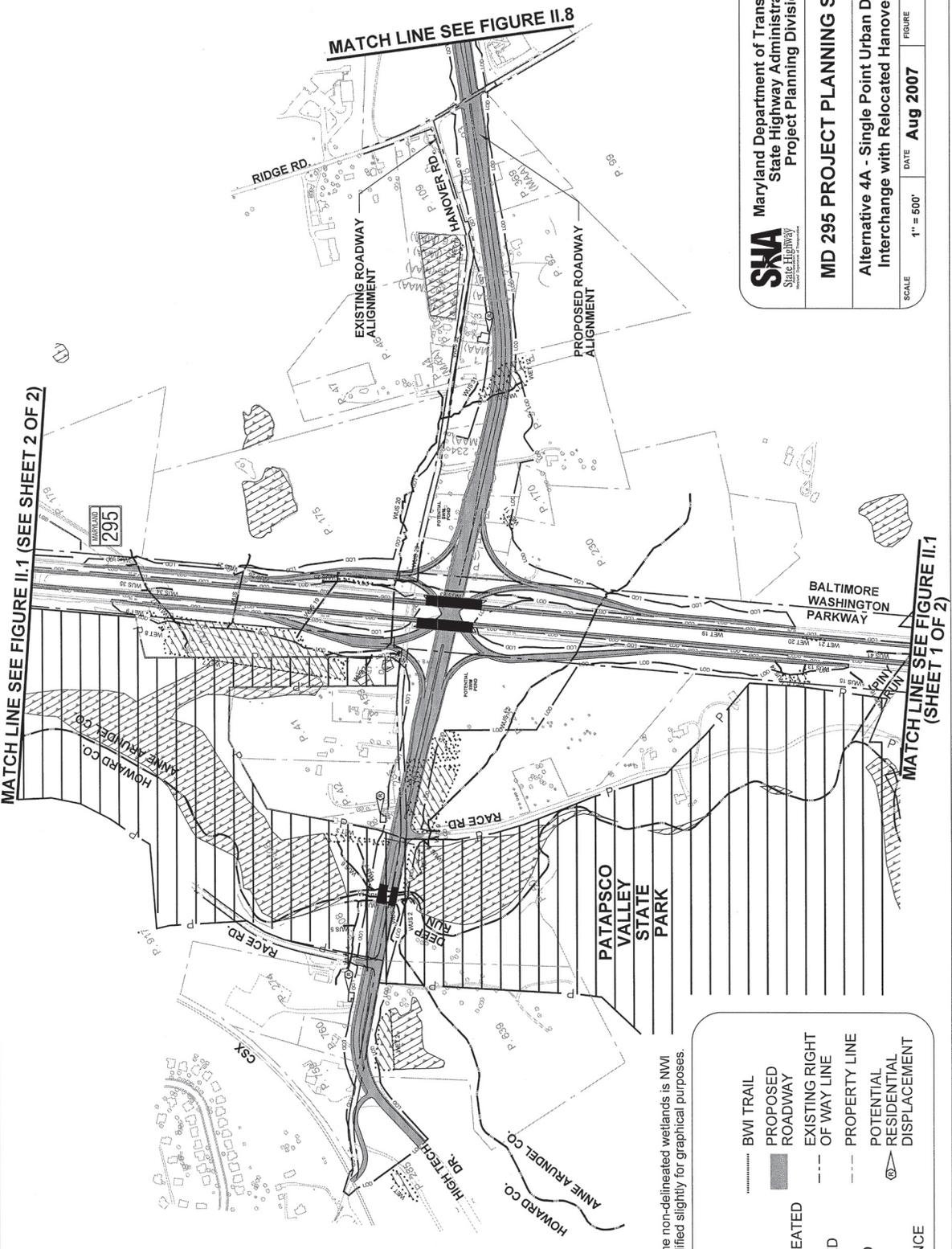
**Alternative 4 - Single Point Urban Diamond Interchange**

SCALE 1" = 500' DATE Aug 2007 FIGURE 8

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

**LEGEND**

	PARK		STREAM		NON DELINEATED WETLAND		EXISTING RIGHT OF WAY LINE		PROPERTY LINE
	PROPOSED ROADWAY		DELINEATED WETLAND		PROPOSED BRIDGE		LIMIT OF DISTURBANCE		POTENTIAL RESIDENTIAL DISPLACEMENT
	BWI TRAIL		PROPOSED ROADWAY						



MATCH LINE SEE FIGURE II.1 (SEE SHEET 2 OF 2)

MATCH LINE SEE FIGURE II.8

MATCH LINE SEE FIGURE II.1  
(SHEET 1 OF 2)

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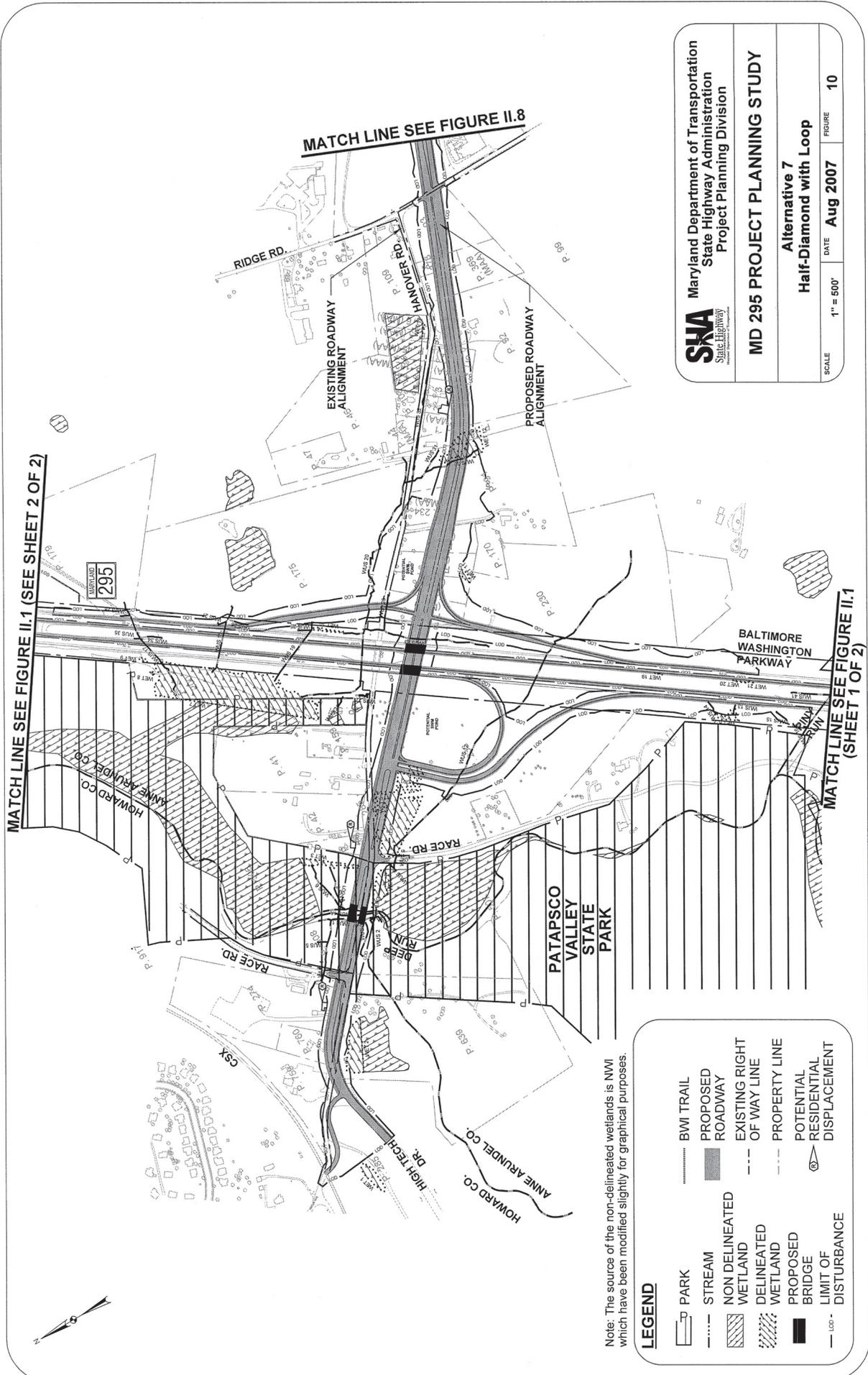
Alternative 4A - Single Point Urban Diamond  
Interchange with Relocated Hanover Road

SCALE 1" = 500' DATE Aug 2007 FIGURE 9

Note: The source of the non-delineated wetlands is NMI which have been modified slightly for graphical purposes.

**LEGEND**

- PARK
- STREAM
- NON DELINEATED WETLAND
- DELINEATED WETLAND
- PROPOSED BRIDGE
- LIMIT OF DISTURBANCE
- BM TRAIL
- PROPOSED ROADWAY
- EXISTING RIGHT OF WAY LINE
- PROPERTY LINE
- POTENTIAL RESIDENTIAL DISPLACEMENT



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**MD 295 PROJECT PLANNING STUDY**  
Alternative 7  
Half-Diamond with Loop

SCALE 1" = 500' DATE **Aug 2007** FIGURE **10**

**LEGEND**

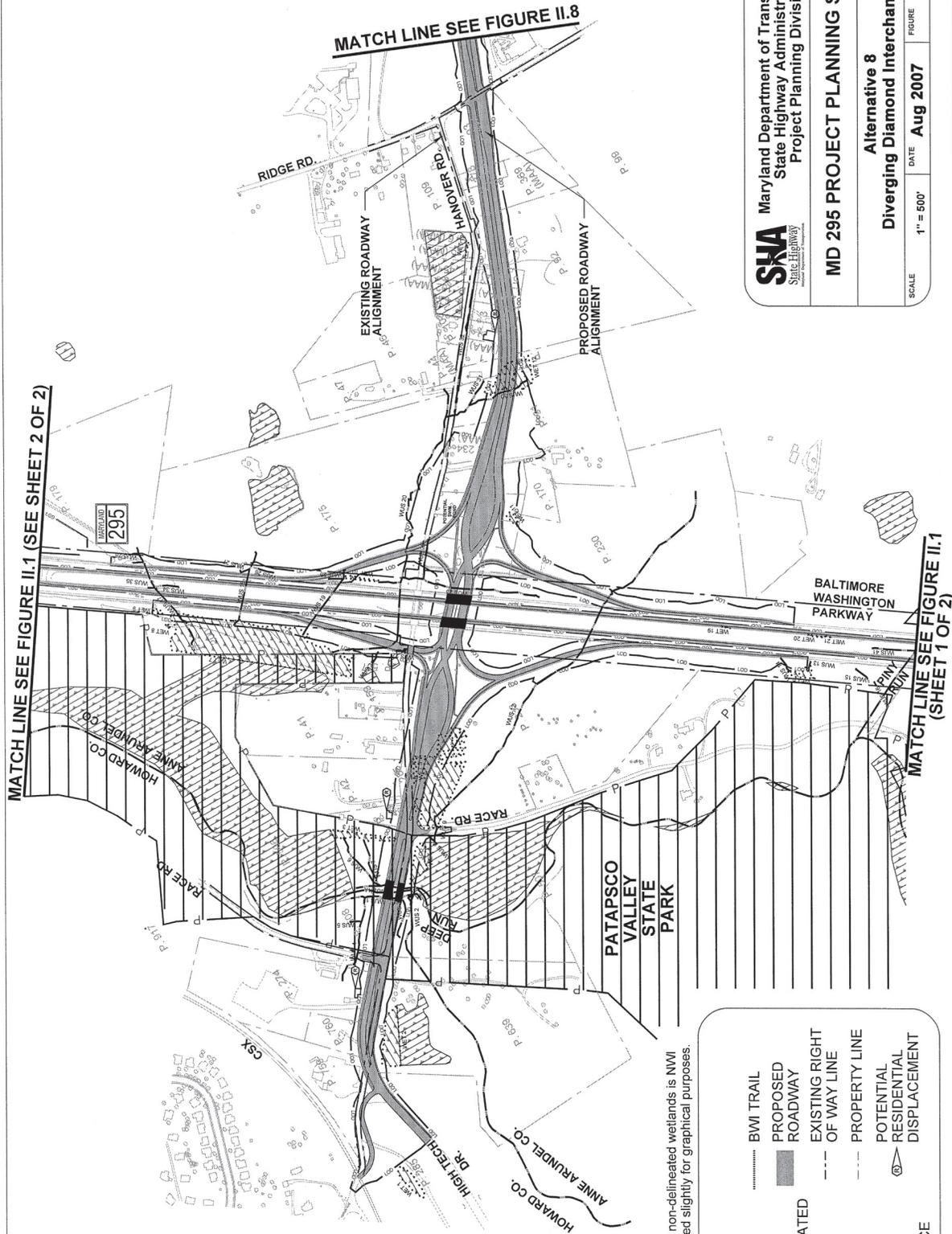
	PARK		BWI TRAIL
	STREAM		PROPOSED ROADWAY
	NON DELINEATED WETLAND		EXISTING RIGHT OF WAY LINE
	DELINEATED WETLAND		PROPERTY LINE
	PROPOSED BRIDGE		POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE		

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

MATCH LINE SEE FIGURE II.1 (SEE SHEET 2 OF 2)

MATCH LINE SEE FIGURE II.8

MATCH LINE SEE FIGURE II.1  
(SHEET 1 OF 2)



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**Alternative 8**  
**Diverging Diamond Interchange**

SCALE 1" = 500' DATE Aug 2007 FIGURE 11

Note: The source of the non-delineated wetlands is NWI which have been modified slightly for graphical purposes.

**LEGEND**

	PARK		BM TRAIL
	STREAM		PROPOSED ROADWAY
	NON DELINEATED WETLAND		EXISTING RIGHT OF WAY LINE
	DELINEATED WETLAND		PROPERTY LINE
	PROPOSED BRIDGE		POTENTIAL RESIDENTIAL DISPLACEMENT
	LIMIT OF DISTURBANCE		



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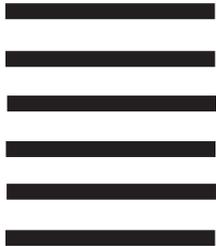
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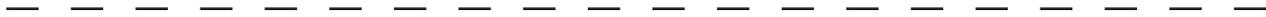


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