



Maryland Department of Transportation  
**STATE HIGHWAY ADMINISTRATION**  
 Office of Planning and Preliminary Engineering  
 Mail Stop C-301  
 P.O. Box 717  
 Baltimore, MD 21203

PRSR FIRST CLASS  
 U.S. POSTAGE  
**PAID**  
 BALTIMORE, MD  
 PERMIT NO. 4315

# I-795 at Dolfield Boulevard/ Pleasant Hill Road Interchange Study

## ALTERNATES Public Workshop

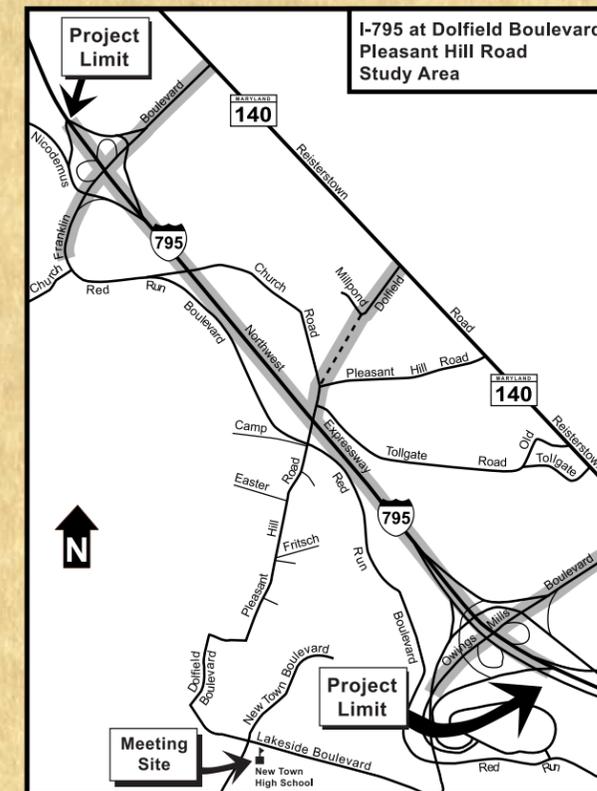
**Martin O'Malley,**  
*Governor*

**Anthony Brown,**  
*Lieutenant Governor*

**John D. Porcari,**  
*Secretary*

**Neil J. Pedersen,**  
*Administrator*

TO:



**Tuesday, October 21, 2008  
 5:00 P.M. – 7:30 P.M.**

**New Town High School - Cafeteria  
 4931 New Town Boulevard  
 Owings Mills, Maryland 21117**

**Project No. BA451A11**



Maryland Department  
 of Transportation  
 State Highway Administration



US Department of Transportation  
 Federal Highway Administration

## **INTRODUCTION**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA), has begun a project planning study to evaluate potential improvements to safety and traffic operations along the I-795 (Northwest Expressway) corridor, including a potential interchange at the Dolfield Boulevard/Pleasant Hill Road overpass of I-795, and to examine improvements to several intersections within the study area. The project limits extend from the Owings Mills Boulevard Interchange to the south to the Franklin Boulevard interchange to the north, and from Red Run Boulevard to the west to MD 140 (Reisterstown Road) to the east.

## **PURPOSE OF THE STUDY**

The purpose of the I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Study is to provide improved access to the planned growth and major employment corridor along Red Run Boulevard on the west side of I-795 and to address vehicular, pedestrian, and bicycle accessibility at selected intersections in the study area. The interchange study would also provide safety and capacity improvements along I-795, while supporting existing and planned development in the area.

## **PURPOSE OF THE WORKSHOP**

The purpose of the Alternates Public Workshop, which will be held on Tuesday, October 21, 2008, at New Town High School, is to familiarize interested citizens with the Project Planning process and the project's Purpose and Need, present current findings of the environmental studies, and display and receive comments on the preliminary alternatives.

The workshop is being presented in an interactive open-house format. Each attendee will be able to conduct a self-paced review of important project information. You will have the opportunity to

visit project displays that include maps depicting the preliminary alternatives under consideration, traffic data, and environmental impacts. Project team members will be available to receive comments and answer questions; however, there will be no formal presentation at this workshop.

The public is encouraged to provide input on the range of preliminary alternatives for this project. The project team will use those comments to help determine which of the alternatives will be retained for the next phase of study for detailed analysis.

## **PROJECT HISTORY**

Owings Mills, already a major Baltimore County growth area, has been identified for substantial new growth and development. Regional access to the south (Baltimore, Pikesville, and Randallstown) and west (Reisterstown and Westminster) and to points beyond is currently provided by the Owings Mills Boulevard and Franklin Boulevard interchanges.

In May 2006, SHA and the Baltimore County Department of Public Works completed a feasibility study entitled **Interchange of I-795 with Pleasant Hill Road (Future Dolfield Boulevard)**. The feasibility study was a precursor to this project planning study and investigated whether a new interchange at Pleasant Hill Road could serve the demand for access to the area. The study also identified potential local roadway and mainline improvements that might be needed as a result of growth at employment centers and residential and commercial developments on the west side of I-795, and determined the potential natural and socioeconomic impacts on the surrounding environment.

In Summer 2008, SHA posted a project initiation advertisement in local newspapers explaining that the I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Study had started with the identified project limits. An Informational Newsletter for the project was also sent out in Summer 2008 introducing the project and asking for public feedback.

## **HOW TO PROVIDE COMMENTS ON THE PROJECT**

The public is encouraged to participate in the workshop to ensure citizen input during the Project Planning process. These studies are preliminary, and appropriate changes can be made after comments from the public are received and evaluated. You may choose any or all of the following methods to provide suggestions to the Project Team:

- Provide verbal or written comments to Project Team representatives;
- Fill out the pre-addressed, postage-paid comment form included in this brochure; or
- Contact the SHA Assistant Project Manager, Ms. Jamaica Kennon, at 410-545-8512, toll free at 1-800-548-5026, or email at [jkennon@sha.state.md.us](mailto:jkennon@sha.state.md.us).

## **PROJECT MAILING LIST**

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by giving your information to the receptionist at the workshop. 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 on the project mailing list and do not need to resubmit your name and address.

## **PROGRAM STATUS**

The I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Study is consistent with the goals and objectives of State, regional and local planning documents. Improvements within the project study area are included in the Maryland Department of Transportation's FY 2008-2013 Consolidated Transportation Plan (CTP) and SHA's Long Range Plan, called the Highway Needs Inventory. The Project is funded in the Development and Evaluation Program of the CPT for the Project Planning and Final Design stages only. Improvements, including a new interchange at I-795 and future Dolfield

Boulevard, are also called for in the "Baltimore County Master Plan 2010".

If a build alternative is selected and the project's location and design are approved, the project may become eligible for future funding for the Right-of Way Acquisition and Construction stages of the CTP.

## **CONTEXT-SENSITIVE SOLUTIONS**

As part of this project, the project team will incorporate ideas from public comments received as a result of the workshop sessions and from comment cards, letters, and emails. SHA will continue to coordinate with representatives from Baltimore County to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Pedestrian and bicycle circulation and safety
- Local residential and business traffic circulation
- Disturbance to traffic circulation during construction
- Access to mass transit
- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Please use the comment card included in the brochure to provide your thoughts and suggestions on matters relating to Context Sensitive Solutions. Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community's local character and aesthetic preferences. We encourage you to comment on CSS issues using the comment card in the back of this brochure.

## **EXISTING CONDITIONS**

I-795 north of Owings Mills Boulevard is a four-lane section divided by a variable width grass median. South of Owings Mills Boulevard, it is a six-lane section with the MTA Metro line in the median of the roadway. The functional classification of I-795 is urban interstate with access controls, and it includes various ramp junctions with Owings Mills Boulevard and Franklin Boulevard. (See Figures 1 and 2)

Pleasant Hill Road from west of I-795 to MD 140 is a two-lane roadway and is undivided with no access controls. It is maintained by Baltimore County. The functional classification is Urban Collector.

MD 140 from Owings Mills Boulevard to Franklin Boulevard is undivided with no access controls and five lanes (including a center two-way left-turn lane). The functional classification is Urban Other Principal Arterial.

Red Run Boulevard runs between Owings Mills Boulevard and Franklin Boulevard. Red Run Boulevard changes its name designation to Church Road west of the Church Road/Red Run Boulevard T-intersection. Red Run Boulevard consists of a five-lane undivided section (including a center two-way left turn lane) with no access controls; however, there is a curbed median along both of its approaches at the intersection with Owings Mills Boulevard. A sidewalk exists along the west side for this entire section, separated by a grass panel. A sidewalk is also present on the east side of Red Run Boulevard in front of the ProAdvantage site, just north of Red Brooke Boulevard and from Church Road to West Cherry Hill Court. Red Run Boulevard is classified as a Minor Arterial and is maintained by Baltimore County.

## **PROJECT NEED**

### **Background**

Owings Mills is one of the two major growth areas in Baltimore County. The population in 2005 was 42,135 and it is expected to increase

by 16 percent to over 49,000 in 2030. Consistent with population growth is employment, which is expected to increase by 31 percent between 2005 and 2035. Projections indicate that there will be 2.6 jobs for every household by 2035, mainly due to employment centers along Red Run Boulevard. One such employment center, the Red Run Employment Center, consists of 700 acres of office space resulting in an increase in commuter traffic volumes in the study area.

Traffic along I-795 within the study area is projected to increase by approximately 35 percent, and traffic volumes along Pleasant Hill Road, east of I-795 and Church Road and west of I-795 are projected to increase by more than 50% between the years 2007 and 2020. Even greater traffic increases (more than 500%) are projected on the ramps entering and exiting the Owings Mills Metro Station park & ride lot. When analyzing the future traffic operation of adjacent intersections in the immediate area using these projected volumes, results indicate that many of these intersections will operate poorly during the peak hours. Likewise mainline traffic operations along I-795, in both directions, will operate poorly as well.

Improvements along I-795 and in the Dolfield Boulevard/Pleasant Hill Road area are needed to increase vehicular mobility, address safety concerns, and provide adequate capacity and improved access for existing traffic and planned development which will generate extensive additional traffic growth in the area. The study will also evaluate necessary improvements to several intersections in the study area to ensure sufficient capacity, along with safe pedestrian and bicycle compatibility.

### **Traffic Operations**

The year 2007 traffic volumes were determined based on existing intersection turning movements and roadway segment volume counts along I-795 and local roadways in the study area. Projected 2030 “No-Build” volumes assume no improvements to I-795 or the local roadway network.

I-795 currently has a 2007 Average Daily Traffic (ADT) volume of 117,000 vehicles per day (VPD) south of the Owings Mills Boulevard interchange, 72,600 VPD between Owings Mills Boulevard and Franklin Boulevard, and 57,850 VPD north of the Franklin Boulevard interchange. Under the 2030 “No-Build” conditions, these volumes are expected to increase to 140,175 VPD, 100,750 VPD, and 84,600 VPD, respectively.

When compared to existing volumes, future No-Build traffic volumes along Pleasant Hill Road, east and west of I-795 are projected to increase by more than 50%. This may be attributed to the proximity of the Red Run Employment Corridor and Northern Employment Corridor identified on either side of I-795 as growth areas in Owings Mills. Substantial traffic increases are projected on the ramps entering and exiting the Owings Mills Metro Station park & ride lot. The traffic on the ramps is expected to significantly increase due to the proposed Transit Oriented Development (TOD) at the Metro Station.

A Level of Service (LOS) analysis was conducted for existing (2007) and forecasted (2030) No-Build conditions for the study area intersections. LOS is a measure of the congestion experienced by drivers and ranges from “A” (free flow with little or no congestion) to “F” (failure with stop-and-go conditions). LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at capacity. Once an intersection surpasses its theoretical capacity, extensive delay begins. LOS F represents conditions where demand exceeds capacity and where there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized and unsignalized intersections. Nine intersections within the study area were reviewed to determine LOS for the AM and PM peak periods shown in **Table 1** below. Six of the intersections are signal-controlled, while the remaining three are stop-controlled. The Owings Mills Boulevard/Dolfield Road intersection is the only location that operated at a LOS E or worse in 2007. It operated at a LOS E during the PM

peak period, in part because of heavy left-turn volumes on the northbound Dolfield Road approach.

Three of the intersections operate at a LOS E or worse during one or both of the peak periods (Table 1). The Red Run Boulevard/Pleasant Hill Road intersection operates at a LOS F during the 2030 PM peak hour. The Red Run Boulevard/Owings Mills Boulevard intersection operates at a LOS E and F during the 2030 AM and PM peak hours, respectively. In addition, the Owings Mills Boulevard/Dolfield Road intersection operates at a LOS F during the 2030 AM and PM peak hours.

I-795 within the study area was analyzed to determine the LOS for the AM and PM peak period shown in **Table 2**. The mainline freeway segment along northbound I-795 north of Owings Mills Boulevard operated at a LOS E during the PM peak hour. The diverging area from northbound I-795 to eastbound Franklin Boulevard operated at a LOS F during the PM peak hour. All ten of the roadway components evaluated under existing conditions along northbound I-795 will operate at a failing conditions during the PM peak hour in 2030.

In addition, eight roadway components were evaluated along southbound I-795 shown in **Table 3**. The mainline freeway segment along southbound I-795 north of Owings Mills Boulevard operated at a LOS E during the 2007 AM peak hour. All eight roadway components evaluated along southbound I-795 will fail during the AM peak hour in 2030. The major merge from Owings Mills Boulevard to southbound I-795 is also projected to fail in 2030 based on adjacent upstream, downstream, and ramp capacities.

## Safety

The SHA completed a crash analysis for the three-year period from January 1, 2004 through December 31, 2006. Crash data for this project was divided into six sections. (See **Table 4** below) The average total crash rates were between 59 and 323 per million vehicle miles. A total of 359 crashes were reported in the study area including 2 fatalities, 127 injury crashes, and 230 property damage only (PDO) crashes.

Study Intersections Level of Service				
Intersection	2007 LOS		2030 LOS	
	AM	PM	AM	PM
Franklin Blvd. at Nicodemus Rd.	B	A	D	A
Franklin Blvd. at Church Rd.	B	A	D	A
Red Run Blvd. at Pleasant Hill Rd.	A	D	D	F
Pleasant Hill Rd. at Tollgate Rd.	A	A	A	B
Pleasant Hill Rd. at Church Rd.	A	A	A	A
MD 140 (Reisterstown Rd.) at Dolfield Rd.	A	C	A	D
MD 140 (Reisterstown Rd.) at Pleasant Hill Rd.	A	A	A	B
Red Run Blvd. at Owings Mills Blvd.	C	D	E	F
Owings Mills Blvd. at Dolfield Rd.	D	E	F	F

**Table 1**

I-795 Northbound - 2007 Existing Level of Service				
Roadway Segment	2007 LOS		2030 LOS	
	AM	PM	AM	PM
South of Owings Mills Blvd.	C	D	C	F
Diverge to Owings Mills Blvd.	P	P	P	F
Merge from Ramp 10	B	C	B	F
Merge from Owings Mills Blvd. EB	B	D	B	F
Merge from Owings Mills Blvd. WB	B	D	B	F
North of Owings Mills Blvd.	B	E	B	F
Diverge to Franklin Blvd. EB	B	F	B	F
Diverge to Franklin Blvd. WB	A	C	B	F
Merge from Franklin Blvd.	B	C	B	F
North of Franklin Blvd.	A	D	B	F

**Table 2**

*Note: For major merges and diverges, analysis is limited to a pass/fail (P/F).*

I-795 Southbound - 2007 Existing Level of Service				
Roadway Segment	2007 LOS		2030 LOS	
	AM	PM	AM	PM
North of Franklin Blvd.	D	A	F	B
Diverge to Nicodemus Rd.	D	B	F	B
Merge from Franklin Blvd. WB	D	B	F	B
Merge from Franklin Blvd. EB	D	B	F	B
North of Owings Mills Blvd.	E	B	F	B
Diverge to Owings Mills Blvd.	F	B	F	B
Merge from Owings Mills Blvd.	P	P	F	F
South of Owings Mills Blvd.	D	C	F	D

**Table 3**

*Note: For major merges and diverges, analysis is limited to a pass/fail (P/F).*

No section had a significantly higher overall crash rate than the statewide average for similar roadways.

## ALTERNATIVES CURRENTLY UNDER CONSIDERATION

### Alternative 1 – No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The No-Build Alternative does not address future traffic concerns or the Purpose and Need for the project; however, it serves as a baseline for comparing the impacts and benefits associated with the proposed build alternatives.

### Alternative 2 – Transportation Systems Management (TSM)/ Transportation Demand Management (TDM)

Transportation Systems Management (TSM) strategies optimize the existing transportation system by providing improvements with minimal capital cost and few environmental impacts. TSM strategies being considered for this corridor include:

- Widening of bridge over I-795 to connect the future Dolfield Boulevard Extension

improvements to the east and west. Inclusion of sidewalk/bikeway improvements on the bridge.

- Improvements to weave areas between the ramps at Franklin Boulevard and Owings Mills Boulevard interchanges. Left-turn lanes, including those for combined access points to decrease conflicts between left-turn and through movements
- Intersection improvements, including traffic signals, signing and pavement markings and crosswalk improvements at:
  - MD 140 at Dolfield Boulevard
  - MD 140 at Pleasant Hill Rd.
  - Owings Mills Boulevard at Red Run Blvd.
  - Owings Mills Boulevard at Dolfield Rd.
- Coordination with the MTA to identify any accessibility improvements to and from the MTA park and ride facilities at the Owings Mills Metro Station and new and future TOD sites.

### Alternative 3 – Partial Interchange Alternative (See Figure 4)

- Northbound Off Ramp at Tollgate Road and Hewitt Farms Road
- Southbound On Ramp at Redland Boulevard and Red Run Boulevard;
- Minimal widening of mainline in the northbound and southbound directions between Owings Mills Boulevard and Franklin Boulevard to accommodate the partial interchange
- New Bridge at Future Dolfield Boulevard over I-795

Crash Data Summary			
Roadway Study Sections	3-Year Average Total Crash Rate (per 100 Million Vehicle Miles)	Statewide Average Total Crash Rate for Similar Roadways (per 100 Million Vehicle Miles)	Individual Crash Types Significantly Higher than the Statewide Rate
I-795 (Owings Mills Blvd. to Franklin Blvd.)	59	50	Opposite Direction, Parked Vehicle, and Other/Unknown
Owings Mills Blvd. (west of I-795 to east of I-795)	111	229	None
Franklin Blvd. (west of I-795 to east of I-795)	323	229	Fixed Object, Angle, Side Swipe, and Opposite Direction
Pleasant Hill Rd. (west of I-795 to east of I-795)	110	180	Fixed Object

Table 4

- Intersection improvements below\*
- Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road

### **Alternative 4A – Full Interchange**

*(See Figure 5)*

- Northbound Off Ramp at Tollgate Road and Hewitt Farms Road
- Northbound On Ramp at Tollgate Road and Pleasant Hill Road
- Southbound Off and On Ramps at Redland Court and Red Run Boulevard
- Minimal widening of mainline in the northbound and southbound directions between Owings Mills Boulevard and Franklin Boulevard to accommodate the full interchange
- New Bridge at Dolfield Boulevard over I-795
- Intersection improvements below\*
- Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road

### **Alternative 4B - Full Interchange**

*(See Figure 5A)*

- Northbound Off Ramp at Tollgate Road between Hewitt Farms Road and Dolfield Boulevard Extended
- Northbound On Ramp at Tollgate Road and Pleasant Hill Road
- Southbound Off and On Ramps at Redland Boulevard and Red Run Boulevard
- Minimal widening of mainline in the northbound and southbound directions between Owings Mills Boulevard and Franklin Boulevard to accommodate the full interchange
- New Bridge at Dolfield Boulevard over I-795
- Intersection improvements below\*
- Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road

#### **\*Possible Intersection improvement locations associated with Alternatives 3, 4A, and 4B:**

1. Pleasant Hill Road at Red Run Boulevard: Alternatives 3, 4A, 4B
2. Pleasant Hill Road at MD 140: Build

Alternatives 3, 4A, 4B

3. Owings Mills Boulevard at Red Run Boulevard: Alternatives 3, 4A, 4B
4. Dolfield Boulevard at MD 140: Alternatives 3, 4A, 4B
5. Tollgate Road at Future Dolfield Boulevard: Alternatives 3, 4A, 4B
6. Southbound Ramp intersection at Redland Boulevard and Red Run Boulevard: Alternatives 3, 4A, 4B
7. Northbound Ramp intersection at Tollgate Road and Hewitt Farms Road: Alternatives 3, 4A, 4B
8. Northbound Ramp intersection at Future Dolfield Boulevard: Alternatives 4A, 4B

## **ENVIRONMENTAL SUMMARY**

An environmental inventory was conducted to identify socio-economic, cultural and natural environmental resources within the project area. A preliminary assessment of impacts that could result from the alternatives under consideration is included in the Summary of Impacts (See **Table 5**). Detailed analysis of noise, air quality, natural environmental and community impacts, and other analyses will be completed following the selection of alternatives retained for detailed study. Impacts to these resources will be further refined as the alternatives are developed in more detail.

### **Socio-economic Resources**

The project area is located entirely within a Baltimore County certified Priority Funding Area (PFA). Under Maryland’s 1997 Smart Growth Legislation, state funding for growth-related projects is directed to areas designated by state and local governments as PFAs.

There are no publicly owned public parks or recreational areas in the project area. The Maryland Department of Natural Resources (DNR) has designated the Red Run stream corridor as a potential recreational greenway intended to provide open space and recreational opportunities in the area. The Soldiers Delight Natural Environmental Area is also located immediately west of the study area. No impacts are anticipated

Summary of Impacts					
Impact Types	No-Build Alternative 1	TSM Alternative 2	Partial Interchange Alternative 3	Full Interchange Alternative 4A	Full Interchange Alternative 4B
<b>Range of Displacements (number)</b>					
Residential	0	0	0 - 1	0-1	0-1
Business/Commercial	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0 - 1</b>	<b>0-1</b>	<b>0-1</b>
<b>Range of Properties Impacted (number)</b>					
Residential	0	0	5 - 10	5 - 10	5 - 10
Business/Commercial	0	0	10 - 15	10 - 15	10 - 15
Parkland	0	0	0	0	0
Place of Worship/School	0	0	1	1	1
Historical/Archeological	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>15 - 25</b>	<b>15 - 25</b>	<b>15 - 25</b>
<b>Range of Right-of Way Area Required (acres)</b>					
Residential	0	0	1 - 2	1 - 2	1 - 2
Business/Commercial	0	0	6 - 7	9 - 11	10 - 12
Parkland	0	0	0	0	0
Place of Worship/School	0	0	1 - 2	1 - 2	1 - 2
Historical/Archeological	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>8 - 11</b>	<b>11 - 15</b>	<b>12 - 16</b>
<b>Range of Selected Natural Environmental Impacts</b>					
100 - Year Floodplain Affected (acres)	0	0	0	0	0
Wetlands Affected (acres)	0	0	0 - 1	0 - 1	0 - 1
Streams (linear feet)	0	0	0	0	0
Woodlands Affected (acres)	0	0	25 - 30	25 - 30	25 - 30
<b>Cost (Millions)</b>	<b>\$0</b>	<b>\$50 - \$70</b>	<b>\$130 - \$150</b>	<b>\$160 - \$180</b>	<b>\$160 - \$180</b>

**Table 5**

to these areas or associated recreational facilities.

Depending upon the interchange alternative chosen, 8 to 16 acres of right-of-way may be required. Currently, one residential relocation is anticipated with the build alternatives under consideration. No business displacements are required.

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low-income populations throughout the project area. Review of census data and supplemental information indicates that minority or low-income populations may exist in the project area.

## Cultural Resources

In accordance with the Section 106 procedures of the National Historic Preservation Act, this workshop provides the opportunity for public input regarding the significance of and impacts to historic properties.

In consultation with the Maryland Historical Trust (MHT), SHA has determined that one historic site, the Owings Upper Mill, is located within the project area and is listed on the National Register of Historic Places (NRHP). Additionally, one survey district, the Belltown African American Survey District was identified in the study area. The district consists of several scattered structures located in three areas that are not contiguous. SHA will continue coordination with MHT to determine the district's eligibility for listing on the NRHP. An archeological assessment determined that there may be historic archeological

resources and prehistoric Native American sites present in the study area. Further archeological investigations will be initiated once alternatives retained for detailed study are developed. SHA will continue coordination with MHT to determine the effect of the various alternatives on significant historic properties.

## **Natural Environmental Resources**

The project area is located within the Gwynns Falls watershed. Streams within the project area include Red Run, Norris Run and their tributaries. Red Run is classified as Use I with an in-stream work prohibition period of March 1st to June 15th, inclusive. This designation provides for water contact recreation and protection of aquatic life. Norris Run with its associated unnamed tributaries is designated as Use III-P (Natural Trout Waters and Public Water Supply) with an in-stream work prohibition period of October 1st to April 30th, inclusive. No stream impacts are anticipated at this time.

An initial wetland review has identified the presence of scattered wetlands within the study area. Less than an acre of wetland impacts is anticipated with the build alternatives under consideration. Actual impacts to wetlands will be determined when the alternatives are more fully developed. Permits will be required from the US Army Corps of Engineers (COE) and the Maryland Department of the Environment (MDE) for aquatic resource impacts. Stormwater management and sediment and erosion control plans to minimize impacts to water quality will be prepared and implemented in accordance with MDE regulations.

The I-795 corridor extends through the DNR designated Green Infrastructure Hubs. Green infrastructure is a term used for areas designated by DNR as important natural lands within the state of Maryland. These areas provide important ecosystem services, habitat for resident and migratory species, scenery, and quality of life for residents. Coordination with the DNR will be required to comply with forest conservation regulations. There are approximately 25-30 acres of woodland impacts depending on the alternative chosen.

Through coordination with the US Fish and Wildlife Service (USFWS) and DNR, no State or Federally listed rare, threatened, or endangered species were identified in the project area.

Two potential hazardous materials sites were identified in the project area including a gas station and a dry cleaner near Pleasant Hill Road and Red Run Boulevard. Further coordination with MDE to identify and determine the potential for hazardous materials will occur once alternatives are selected for detailed study.

Detailed air quality and noise analyses will be evaluated following the selection of alternatives retained for detailed study.

## **RELATED TRANSPORTATION PROJECTS**

- Dolfield Boulevard Extended - Baltimore County

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

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from the existing studies and the Alternates Public Workshop (*Fall 2008*)
- Identify Alternatives Retained for Detailed Study (ARDS) and complete detailed engineering/ environmental analysis (*Winter 2008/2009*)
- Complete draft environmental document and conduct Location/Design Public Hearing (*Spring 2009*)
- Identify the SHA Preferred Alternative and Conceptual Mitigation (*Summer 2009*)

## **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 N. Calvert Street, Mailstop C-301  
Baltimore MD 21202  
Telephone: (410) 545-0315  
Toll-free within Maryland: 1-888-545-0098  
Email: [jjenkins4@sha.state.md.us](mailto:jjenkins4@sha.state.md.us)

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

The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way acquisition and relocation assistance, please contact:

Mr. Walter Rullman, Chief  
District 4, Office of Real Estate  
Maryland State Highway Administration  
2323 West Joppa Road  
Lutherville, MD 21043  
Telephone: (410) 321-2870  
Toll-free within Maryland: 1-800-962-3077  
Email: [wrullman@sha.state.md.us](mailto:wrullman@sha.state.md.us)

## **MEDIA USED FOR MEETING NOTIFICATION**

An advertisement appeared in the following newspapers to announce the Alternates Public Workshop:

- The Baltimore Sun
- Owings Mills Times
- Baltimore Jewish Times

## **YOUR OPINION MATTERS**

This workshop offers members of the public the opportunity to discuss their thoughts and concerns about the project and to provide oral and/or written comments. The project team will carefully review and consider the concerns and preferences expressed at the workshop. To assist you in providing comments, we have included in this brochure a pre-addressed, postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the project planning team.

## **PROJECT PLANNING TEAM**

Questions or comments following the workshop may be directed to any of the team members listed below:

Director  
Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-411  
Baltimore MD 21202

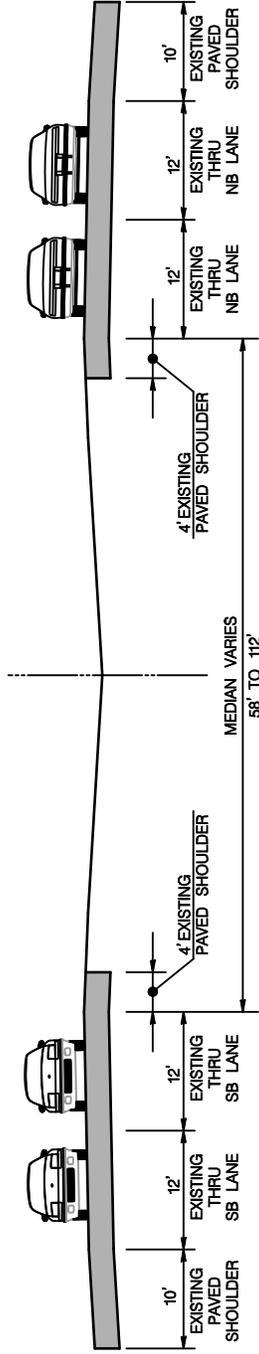
Ms. Jamaica Kennon, Assistant Project Manager  
Project Planning Division  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-301  
Baltimore MD 21202  
Telephone: (410) 545-8512  
Toll-free within Maryland: 1-800-548-5026  
Email: [jkennon@sha.state.md.us](mailto:jkennon@sha.state.md.us)

Ms. Patricia Greene, Environmental Manager  
Project Planning Division  
Maryland State Highway Administration  
707 N. Calvert Street, Mailstop C-301  
Baltimore MD 21202  
Telephone: (410) 545-8528  
Toll-free within Maryland: 1-866-527-0502  
Email: [pgreene@sha.state.md.us](mailto:pgreene@sha.state.md.us)

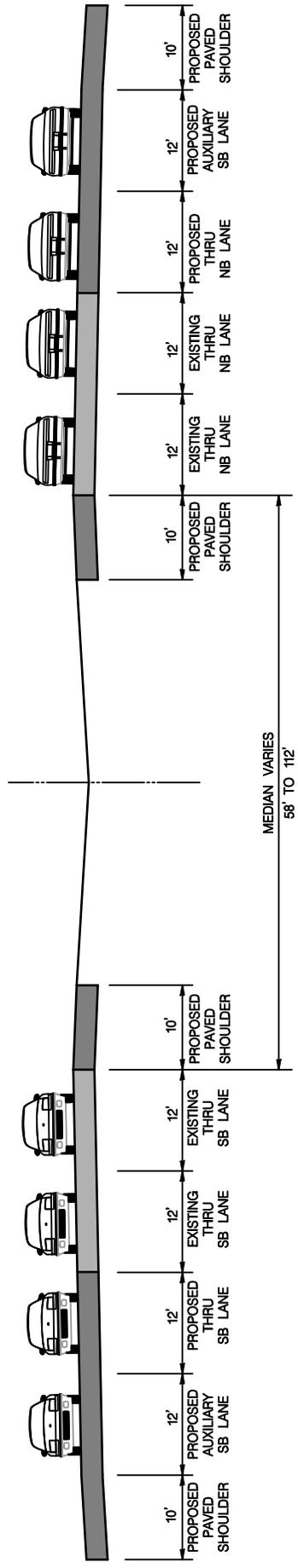
Mr. David Malkowski, District Engineer  
District 4 (Baltimore and Harford County)  
Maryland State Highway Administration  
2323 West Joppa Road  
Lutherville, MD 21043  
Telephone: (410) 321-2810  
Toll-free within Maryland: 1-800-962-3077

## ***THANK YOU***

Thank you for participating in the I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Study Alternates Public Workshop. Your feedback is important to us. Should you have questions or concerns, please contact any project team member by mail, telephone, or email. For more information about this project and others, visit our internet site at [www.marylandroads.com](http://www.marylandroads.com) and click on Projects. The project team is available to meet with community organizations, business groups or other organizations by contacting Ms. Kennon.



EXISTING TYPICAL SECTION  
NORTHWEST EXPRESSWAY, I-795



PROPOSED WIDENING  
TYPICAL SECTION  
NORTHWEST EXPRESSWAY, I-795

LEGEND

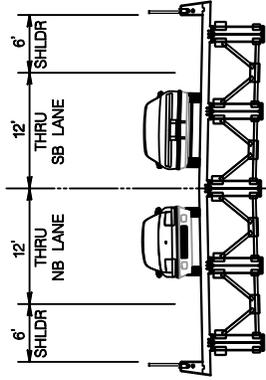
-  EXISTING PAVEMENT
-  NEW PAVEMENT

**I-795 @ DOLFIELD BOULEVARD / PLEASANT HILL ROAD INTERCHANGE**  
**PROJECT PLANNING STUDY**  
**EXISTING TYPICAL SECTION**

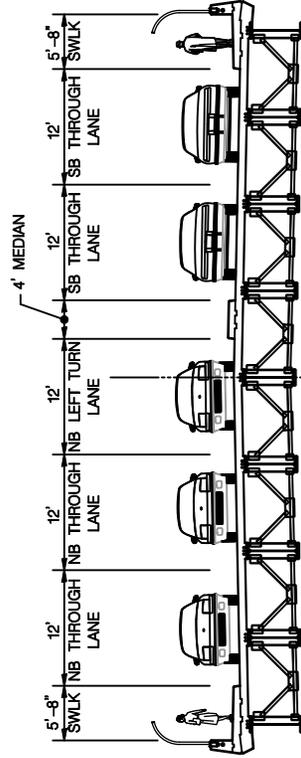
MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 PROJECT PLANNING DIVISION  
 NOT TO SCALE

**SKA**

Figure 1  
 OCTOBER 2006



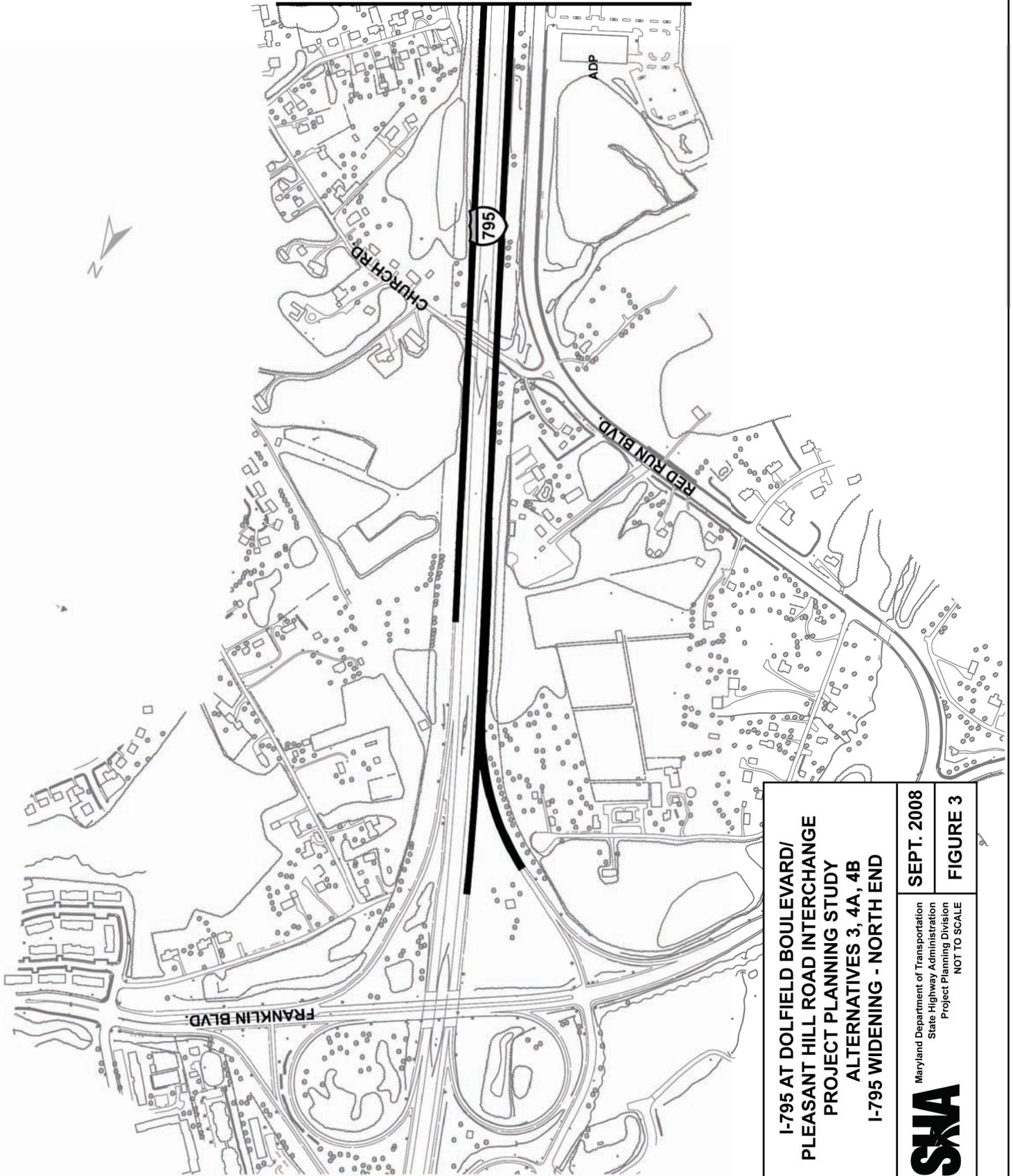
EXISTING TYPICAL SECTION  
PLEASANT HILL ROAD BRIDGE OVER I-795



PROPOSED TYPICAL SECTION  
DOLFIELD BOULEVARD BRIDGE OVER I-795

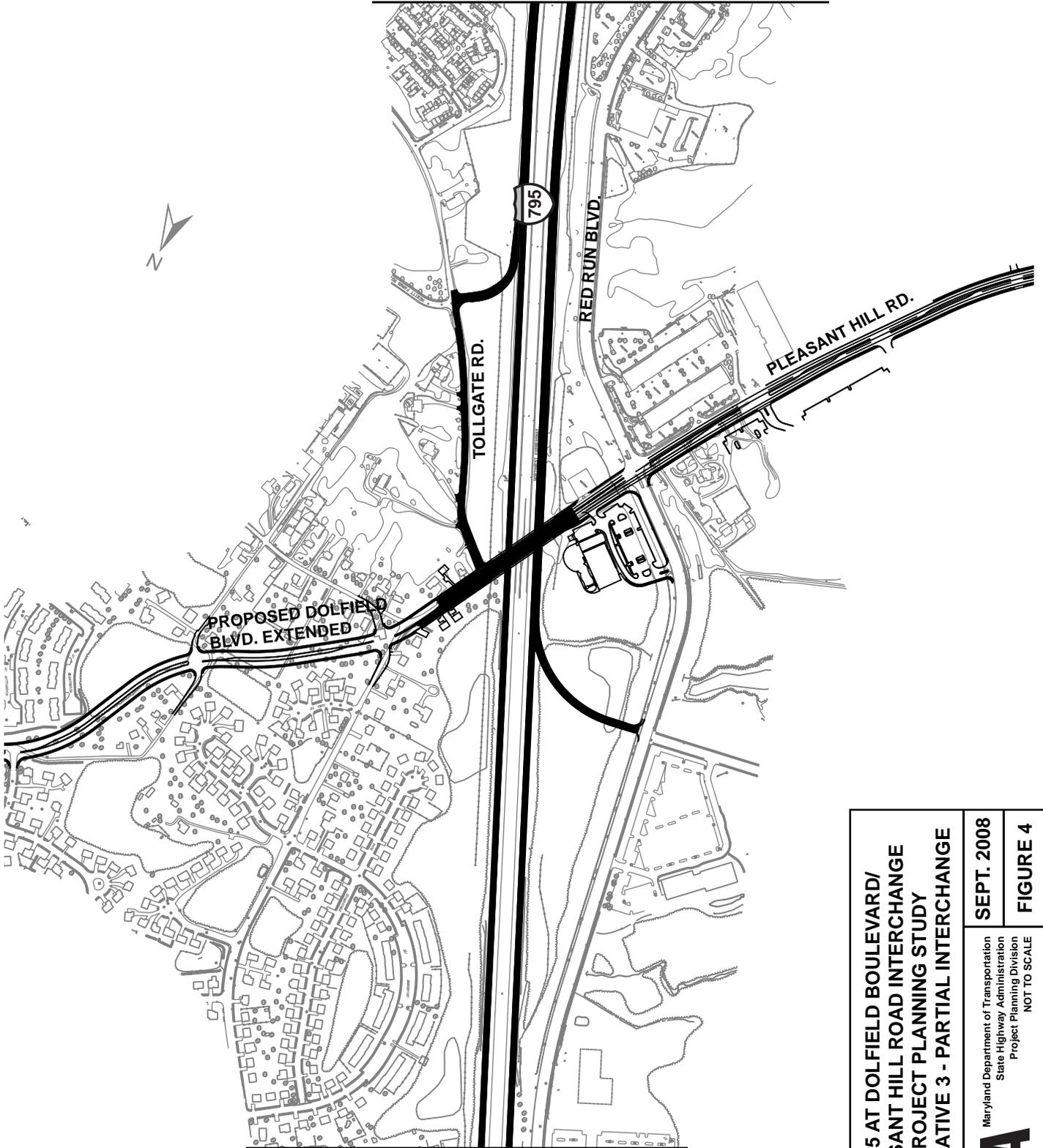
<b>I-795 @ DOLFIELD BOULEVARD / PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY EXISTING TYPICAL SECTION</b>	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION	
	
<b>Figure 2</b> OCTOBER 2008 NOT TO SCALE	

MATCH LINE SEE FIGURES 4 AND 5



<b>I-795 AT DOLFIELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVES 3, 4A, 4B I-795 WIDENING - NORTH END</b>	<b>SEPT. 2008</b>	<b>FIGURE 3</b>
	Maryland Department of Transportation State Highway Administration Project Planning Division NOT TO SCALE	<b>SKA</b>

MATCH LINE SEE FIGURE 6



MATCH LINE SEE FIGURE 3

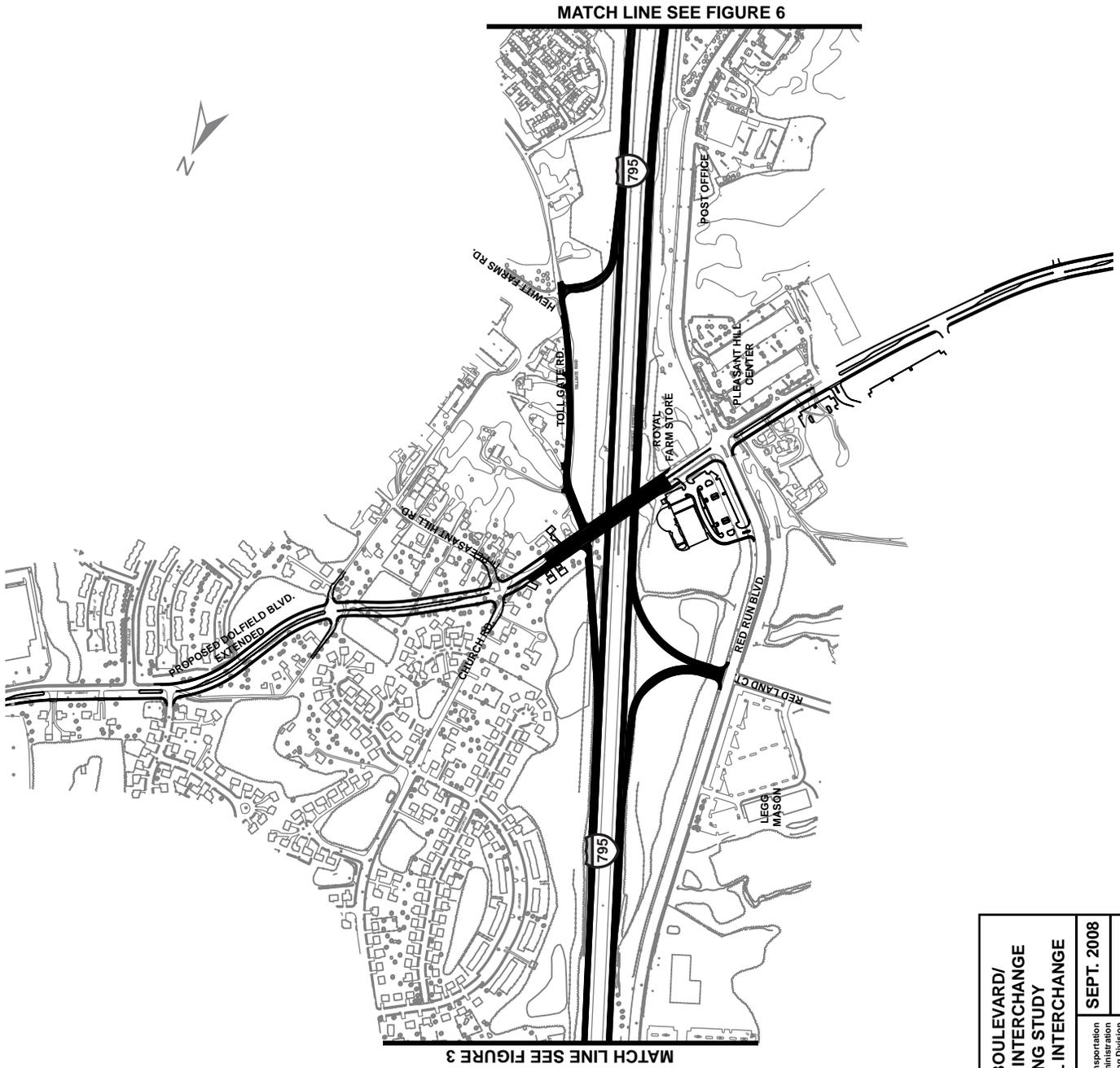
I-795 AT DOLFELD BOULEVARD/  
PLEASANT HILL ROAD INTERCHANGE  
PROJECT PLANNING STUDY  
ALTERNATIVE 3 - PARTIAL INTERCHANGE

SEPT. 2008

Maryland Department of Transportation  
State Highway Administration  
Project Planning Division  
NOT TO SCALE



FIGURE 4



<b>I-795 AT DOLFIELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVE 4A - FULL INTERCHANGE</b>	<b>SEPT. 2008</b>
	<b>FIGURE 5</b>

Maryland Department of Transportation  
 State Highway Administration  
 Project Planning Division  
 NOT TO SCALE

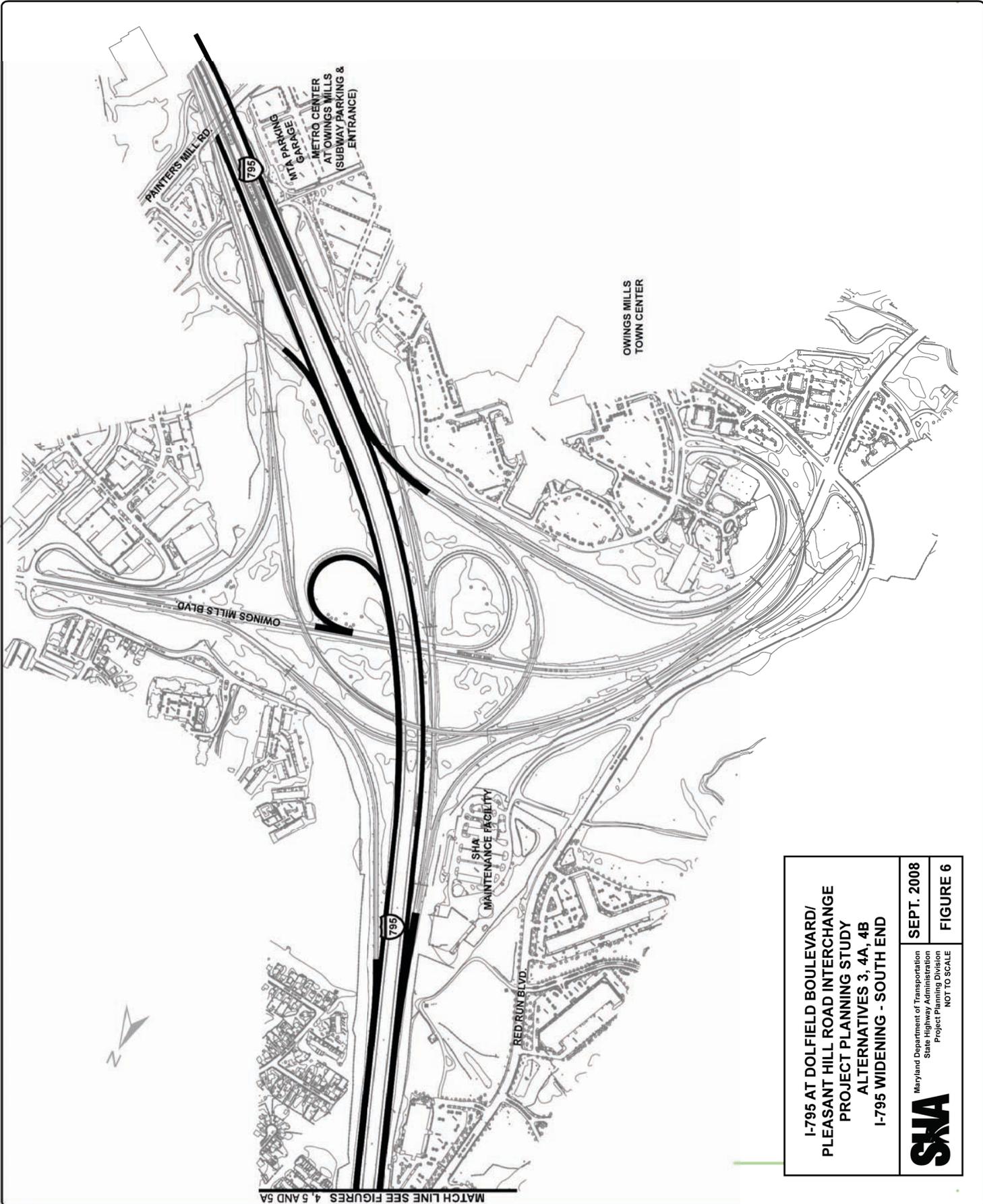
**SHA**

MATCH LINE SEE FIGURE 6



MATCH LINE SEE FIGURE 3

<b>I-795 AT DOLFIELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVE 4B - FULL INTERCHANGE</b>	<b>SEPT. 2008</b>
	<b>FIGURE 5A</b>
<small>Maryland Department of Transportation State Highway Administration Project Planning Division NOT TO SCALE</small>	<b>SHA</b>



MATCH LINE SEE FIGURES 4, 5 AND 5A

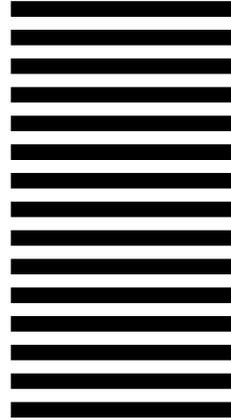
<p><b>I-795 AT DOLFELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVES 3, 4A, 4B I-795 WIDENING - SOUTH END</b></p>	<p><b>SEPT. 2008</b></p>	<p><b>FIGURE 6</b></p>
	<p>Maryland Department of Transportation State Highway Administration Project Planning Division NOT TO SCALE</p>	







NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD

POSTAGE WILL BE PAID BY ADDRESSEE

MAIL STOP C 301  
OFFICE OF PLANNING AND  
PRELIMINARY ENGINEERING  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PO BOX 717  
BALTIMORE MD 21298-8317

**ATTN: Jamaica Kennon**  
**SHA Assistant Project Manager**



-----  
FOLD FOLD



# Help Us Improve

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

Was each part of the brochure easy to understand?

Purpose of the Study

1

2

3

4

Purpose of the Meeting

1

2

3

4

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?*

---



---



---



---

*Which part of the brochure was least valuable?*

---



---



---



---

*How can we improve the brochure?*

---



---



---



---

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

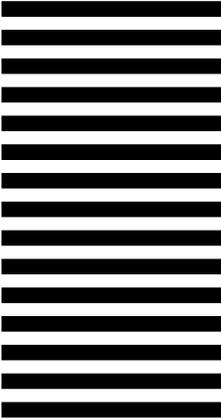
I-795 AT DOLFIELD BOULEVARD - Project No.BA451A11

Cut Here

Cut Here



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES



**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD

POSTAGE WILL BE PAID BY ADDRESSEE

MAIL STOP C 301  
OFFICE OF PLANNING AND  
PRELIMINARY ENGINEERING  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PO BOX 717  
BALTIMORE MD 21298-8317

**ATTN: Public Involvement Section**



-----  
FOLD FOLD