



Maryland Department of Transportation  
 STATE HIGHWAY ADMINISTRATION  
 Office of Planning and Preliminary Engineering  
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# I-795 at Dolfield Boulevard/ Pleasant Hill Road Interchange Study

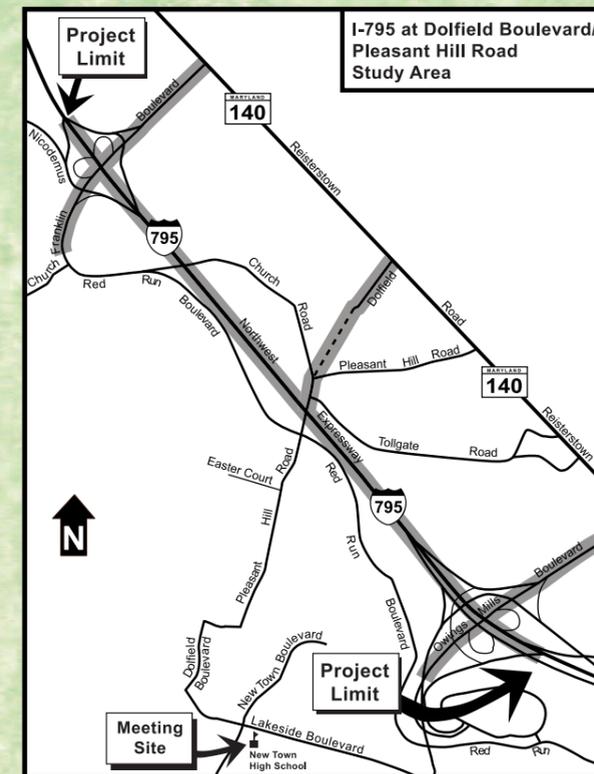
## LOCATION/DESIGN Public Hearing

Martin O'Malley,  
 Governor

Anthony Brown,  
 Lieutenant Governor

John D. Porcari,  
 Secretary

Neil J. Pedersen,  
 Administrator



**Monday, June 22, 2009**  
**6:00 P.M. Displays - 7:00 P.M. Presentation**  
 New Town High School - Cafeteria  
 4931 New Town Boulevard  
 Owings Mills, Maryland 21117

Project No. BA451A11



US Department of Transportation  
 Federal Highway Administration

## **INTRODUCTION**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA), is conducting 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 HEARING**

The purpose of the Location/Design Public Hearing 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, and 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 and other information will be on

display for public viewing beginning at 6:00 p.m. Representatives from SHA and FHWA will be available to answer questions related to this project and receive your comments. A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. Those wishing to provide testimony, or request special assistance, including oral, sign-language, or non-English-language interpreters, should submit a request by June 15, 2009 to the project manager. Speakers will be called in the order in which their requests were received, followed by those not on the established list. If a large number of speakers enroll, a limitation of the time allotted to each speaker may be necessary. 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 hearing at libraries and government facilities in the project area.

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

The public is encouraged to participate in the Public Hearing to ensure citizen input during 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 hearing. Written comments for inclusion in the project record and the hearing transcript may be submitted until Wednesday, July 22, 2009.

## **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**

Improvements within the project study area are included in the Maryland Department of Transportation's FY 2009-2014 Consolidated Transportation Plan, and SHA's Long Range Plan, called the Highway Needs Inventory. Improvements, including a new interchange at I-795 and future Dolfield Boulevard, are also included in the "Baltimore County Master Plan 2010". The study is funded for Project Planning only. 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 Final Design, Right-of Way Acquisition, and Construction stages.

## **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), 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 study and investigated whether a new interchange at Pleasant Hill Road could serve the demand for access to the area. The feasibility study also identified potential local roadway and mainline improvements that might be needed as a result of growth at employment, 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 started with the identified project limits. An Informational Newsletter for

the project was also mailed in Summer 2008 introducing the project and asking for public feedback.

An Alternates Public Workshop was held on October 21, 2008 to familiarize interested citizens with the Project Planning Process and the project's Purpose and Need, to present the current findings of the environmental studies, and to receive comments on the preliminary alternatives.

## **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 Maryland Transit Administration Metro line in the median of the roadway (See **Figure 1**). Interchanges connect I-795 to Franklin Boulevard to the north and Owings Mills Boulevard to the south. Pleasant Hill Road from west of I-795 to MD 140 is undivided with sidestreets and driveways (no access controls). It is maintained by Baltimore County. 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). 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.

## **PROJECT NEED**

### **Background**

Owings Mills is one of the two major growth areas in Baltimore County. The population is expected to increase by 16 percent to over 49,000 by 2030. Employment 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.

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.

## Traffic Operations

The year 2007 traffic volumes were determined

I-795 currently has a 2007 Average Daily Traffic (ADT) volume of 117,000 vehicles per day (VPD)

I-795 Mainline Level of Service										
Roadway Segment	No-Build				2030 Build Alternatives					
	2007 Existing		2030		TSM/TDM	Partial Interchange		**Full Interchange		
	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)
S. of Owings Mills Blvd.	C(E)	D(C)	C(F)	F(D)		F(D)	C(D)	D(C)	C(D)	D(C)
Merge from Owings Mills Blvd.	-	P(P)*	-	F(F)*		F(F)	-	P(P)*	-	P(P)*
Diverge to Owings Mills Blvd.	P(P)*	F(B)	P(F)*	F(B)		P(P)*	P(P)*	P(P)*	-	P(P)*
Merge from Ramp 10	B(D)	-	B(F)	-		-	B(E)	-	B(E)	-
Merge from Owings Mills Blvd. EB	B(D)	-	B(F)	-	B(F)	-	B(F)	-	B(D)	-
Merge from Owings Mills Blvd. WB	B(F)	-	B(F)	-	B(F)	-	P(P)	-	P(P)*	-
N. of Owings Mills Blvd.	B(F)	E(B)	B(F)	F(B)		E(B)	B(D)	D(B)	B(D)	D(B)
Diverge to Dolfield Blvd. +	-	-	-	-		-	P(P)*	-	P(P)*	D(B)
Merge from Dolfield Blvd. +	-	-	-	-		-	-	P(P)*	B(E)	P(P)*
N. of Dolfield Blvd. +	-	-	-	-		-	B(E)	E(B)	B(E)	E(B)
Merge/Diverge At Franklin Blvd. EB	B(F)	D(B)	B(F)	F(B)	P(F)	F(P)	B(D)	D(B)	B(D)	D(B)
Merge/Diverge At Franklin Blvd. WB	A(D)	D(B)	B(F)	F(B)	B(F)	F(B)	A(C)	D(B)	B(D)	D(B)
Merge from Franklin Blvd.	B(D)	-	B(F)	F(B)	B(F)	F(B)	B(D)	-	B(D)	D(B)
Diverge to Nicodemus Rd.	-	D(B)		F(B)	-	F(B)	-	D(B)	-	D(B)
N. of Franklin Blvd.	A(D)	D(A)	B(F)	F(B)	B(F)	F(B)	B(D)	D(A)	B(D)	D(A)

**Table 1**

*For major merges and diverges, analysis is limited to a pass/fail (P/F) rating  
 + New ramp or mainline segment  
 \*\* Full Interchange is Alternative 4B and 4C*

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.

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.

Several roadway segments of I-795 and ramps within the study area were reviewed to determine LOS for the AM and PM peak periods shown in **Table 1**. During 2030, the entire roadway segment studied has a LOS of F for the No-Build in the southbound AM and the northbound PM peaks. The majority of those segments also fail during the same periods for Alternative 2 TSM/TDM. For the partial interchanges, the

Intersection Level of Service					
Intersection	2007 LOS (AM/PM) V/C	No-Build 2030 LOS (AM/PM) V/C	TSM/TDM 2030 LOS (AM/PM) V/C	Partial Interchange 2030 LOS (AM/PM) V/C	**Full Interchange 2030 LOS (AM/PM) V/C
Franklin Blvd. at Nicodemus Rd.	B (A) 0.68(0.38)	B (A) 0.70(0.53)	B (A) 0.70(0.53)	B (A)	B (A)
Franklin Blvd. at Church Rd.	A (A) 0.56(0.41)	B (A) 0.67(0.55)	B (A) 0.67(0.55)	B (A)	A (A)
Red Run Blvd. at Pleasant Hill Rd.	A (D) 0.61(0.82)	F (F) 1.08(1.52)	F (F) 1.08(1.52)	D (C)	D (D)
Pleasant Hill Rd. at Tollgate Rd. * intersection is being closed under Alts. 3C & 4C	A (A) 0.43(0.44)	A (A) 0.59(0.58)	A (A) 0.59(0.58)	A (A)	C (D)
Pleasant Hill Rd. at Church Rd.	A (A) 0.31(0.33)	A (A) 0.38(0.42)	A (A) 0.38(0.42)	A (A)	A (A)
MD 140 (Reisterstown Rd.) at Dolfield Blvd.	A (C) 0.46(0.74)	B (E) 0.71(0.91)	B (E)	C (D)	C (D)
MD 140 (Reisterstown Rd.) at Pleasant Hill Rd.	A (A) 0.48(0.58)	A (B) 0.53(0.66)	A (B)	A (A)	A (A)
Red Run Blvd. at Owings Mills Blvd.	C (D) 0.72(0.89)	E (F) 0.98(1.17)	D (E)	D (F)	D (E)
Owings Mills Blvd. at Dolfield Rd. *	D (E) 0.88(0.98)	F (F) 1.05(1.21)	F (F)	E (F)	E (F)
Red Run Blvd. at I-795 Ramp	-	-	-	A (B)	B (C)
Tollgate Rd. at I-795 Ramp	-	-	-	A (A)	A (A)

**Table 2**

*Construction underway for LOS improvements  
\*\* Full Interchange is Alternative 4B and 4C*

mainline operates at an acceptable LOS with the exception of the I-795 northbound merge from Owings Mills Boulevard in the PM. For the full build interchanges, all roadway segments of I-795 have an acceptable LOS.

A number of roadway segments in the study area were analyzed to determine the LOS for the AM and PM peak periods as shown in **Table 2**. In 2030, three intersections operate at a LOS of F or worse during for No-Build. Alternative 2 TSM/TDM improves Red Run Boulevard. at Owings Mills Boulevard to an acceptable LOS; however, the other two intersections remain at LOS F in the AM and PM peak hours. The partial interchanges improve the LOS for Red Run at Pleasant Hill Road to an acceptable LOS; yet, the other two intersections remain at LOS F in the PM peak similar to the No-Build. The full interchange improves two of the three failing intersections to an acceptable LOS, where only Owings Mills Boulevard at Dolfield Rd has a LOS of F in the PM peak hour.

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

## CONTEXT SENSITIVE SOLUTIONS

As part of this project, the project team will consider suggestions from the public received at the Public Hearing 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

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.

## ALTERNATIVES RETAINED FOR DETAILED STUDY

### Alternative 1 – No-Build

The No-Build Alternative consists of no major capital improvements and serves as a baseline for comparing impacts and benefits associated with the proposed build alternatives. Minor short-term improvements would occur as part of routine maintenance and safety operations. This alternative includes the extension of Dolfield Boulevard by Baltimore County.

### Alternative 2 – Transportation Systems Management (TSM)/Transportation Demand Management (TDM) (See Figure 9)

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 or reconstruction of the Dolfield Boulevard/Pleasant Hill Road Bridge over I-795, to connect Dolfield Boulevard Extension improvements to the east and west (See **Figure 2**)

- Adding a third lane on I-795 in both the northbound and southbound directions, from Franklin Boulevard to Owings Mills Boulevard
- Coordination with MTA for improvements to-and-from the MTA Park and Ride facilities at the Owings Mills Metro Station, and new and future Transit-Oriented Development sites.
- Intersection improvements at Owings Mills Boulevard and Red Run Boulevard

TDM strategies seek to reduce automobile travel demand. Since the study area encompasses a major employment corridor along Red Run Boulevard, as well as commercial centers and office developments west of I-795, TDM strategies for this corridor will focus on the following:

- Reduction and redistribution of work trips by instituting or continuing ride sharing
- Flexible work hours
- Telecommuting programs

## Interchange Alternatives

The four new interchange alternatives share the following features:

- Addition of a third through lane on I-795 in each direction from the Painters Mill Road bridge to the Franklin Boulevard interchange and a fourth auxiliary lane in each direction between the proposed Dolfield Boulevard/Pleasant Hill Road and Owings Mills Boulevard interchanges (See **Figures 1, 3 & 8**)
- Widening of the Dolfield Boulevard/Pleasant Hill Road Bridge over I-795 (See **Figure 2**)
- Intersection improvements at the following two locations:
  - Dolfield Boulevard/Pleasant Hill Road at Red Run Boulevard
  - Red Run Boulevard at Redland Boulevard

### Alternative 3B – Partial Build Interchange - Split Ramp (See Figure 4)

In addition to the features that all of the new interchange alternatives share, this alternative includes a proposed northbound directional off-ramp that ties into Tollgate Road in a split ramp configuration. In the southbound direction, a

southbound on-ramp is proposed originating at the intersection of Red Run Boulevard and Redland Boulevard. Proposed improvements include:

- Northbound off-ramp onto Tollgate Road
- Southbound on-ramp from Redland Boulevard and Red Run Boulevard
- Additional intersection improvements at the following locations:
  - Tollgate Road at northbound off-ramp
  - Dolfield Boulevard/Pleasant Hill Road at Tollgate Road
- Local road improvements along Tollgate Road between Dolfield Boulevard/Pleasant Hill Road and Hewitt Farms Road

### Alternative 4B: Full Build Interchange – Split Ramp (See Figure 6)

This alternative includes proposed on- and off-ramps in 3B above. It also includes a proposed southbound off-ramp at the intersection of Red Run Boulevard and Redland Boulevard and a northbound on-ramp, opposite the intersection of Dolfield Boulevard and Tollgate Road. Proposed improvements include:

- Northbound off-ramp onto Tollgate Road
- Southbound on- and off-ramps at Redland Boulevard and Red Run Boulevard
- Northbound on-ramp from Dolfield Boulevard/Pleasant Hill Road and Tollgate Road
- Additional intersection improvements at the following locations:
  - Tollgate Road at northbound off-ramp
  - Dolfield Boulevard/Pleasant Hill Road at Tollgate Road
- Local road improvements along Tollgate Road between Dolfield Boulevard/Pleasant Hill Road and Hewitt Farms Road

### Alternative 3C – Partial Build Interchange – Relocated Tollgate Road (See Figure 5)

This alternative includes a proposed northbound off-ramp tying directly into Dolfield Boulevard. It requires the closure of a section of Tollgate Road, between Hewitt Farms Road and Dolfield Boulevard. In the southbound direction a

## ENVIRONMENTAL SUMMARY

southbound on-ramp is proposed similar to Alternative 3B. Proposed improvements include:

- Northbound off-ramp onto Dolfield Boulevard/Pleasant Hill Road
- Southbound on-ramp from Redland Boulevard and Red Run Boulevard
- Additional intersection improvements at the following locations:
  - Dolfield Boulevard/Pleasant Hill Road at the northbound off-ramp
  - Pleasant Hill Road at relocated Dolfield Road
  - Hewitt Farms Road at relocated Tollgate Road
- Local road improvements include construction of relocated Tollgate Road terminating at the intersection of Pleasant Hill Road.

### Alternative 4C – Full Build Interchange – Relocated Tollgate Road (See Figure 7)

This alternative includes the proposed on- and off-ramps in 3C above. It also includes a proposed southbound off-ramp at the intersection of Red Run Boulevard and Redland Boulevard and a northbound on-ramp, opposite the intersection of Dolfield Boulevard and Tollgate Road. Proposed improvements include:

- Northbound on- and off-ramps at Dolfield Boulevard/Pleasant Hill Road
- Southbound on- and off-ramps at Redland Boulevard and Red Run Boulevard
- Additional intersection improvements at the following locations:
  - Red Run Boulevard at Redland Boulevard
  - Dolfield Boulevard/Pleasant Hill Road at the northbound on- and off-ramp
  - Pleasant Hill Road at relocated Dolfield Road
  - Hewitt Farms Road at relocated Tollgate Road
- Local road improvements include construction of relocated Tollgate Road terminating at the intersection of Pleasant Hill Road.

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify the extent of potential impacts to socio-economic, cultural, and natural resources within the study area. A comparison of impacts for each alternative is included in **Table 3** of this brochure.

### Land Use and Socio-economic Resources

The project is consistent with the goals and objectives of the *2010 Baltimore County Master Plan* and *1984 Plan for Owings Mills*. The project study area is located within a county-designated Priority Funding Area, and is consistent with Maryland's Smart Growth legislation.

No publicly-owned public parks or recreational areas are located in the study area. A wooded parcel of land opposite Hewitt Farms Road, owned by the Mount Pleasant AME Church, would be directly impacted by the proposed northbound off-ramp associated with Alternatives 3C and 4C. The church building, cemetery, and parking lot would not be impacted.

Each build alternative would require right-of-way. Depending upon the alternative, up to 27 acres of additional right-of-way would be required. The No-Build and TSM alternatives would not require any residential or business displacements. The four build alternatives would displace one residence. Alternatives 3C and 4C would have one potential commercial displacement. Displacements would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

No potential hazardous material sites would be impacted by any of the Build Alternatives.

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

<b>Summary of Environmental Impacts</b>						
<b>Impact Types</b>	<b>No-Build Alternative 1</b>	<b>TSM Alternative 2</b>	<b>Alternative 3B</b>	<b>Alternative 4B</b>	<b>Alternative 3C</b>	<b>Alternative 4C</b>
<b>Displacements (number)</b>						
Residential	0	0	1	1	1	1
Business/Commercial	0	0	0	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>
<b>Properties Impacted (number)</b>						
Residential	0	6	11	11	13	13
Business/Commercial	0	8	13	13	13	13
Parkland	0	0	0	0	0	0
Place of Worship/School	0	1	1	1	1	1
Historical/Archeological	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>27</b>
<b>Right-of Way Area Required (acres)</b>						
Residential	0	4	5	5	5	5
Business/Commercial	0	19	20	20	20	20
Parkland	0	0	0	0	0	0
Place of Worship/School	0	2	2	2	2	2
Historical/Archeological	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>25</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>
<b>Range of Selected Natural Environmental Impacts</b>						
100 - Year Floodplain Affected (acres)	0	0	0.6	0.6	0.6	0.6
Wetlands Affected (acres)	0	0.4	0.5	0.5	0.5	0.5
Streams (linear ft)	0	62	482	482	482	482
Woodlands Affected (acres)	0	47	51	53	51	53
<b>Cost Ranges (Millions)</b>						
	\$0	\$150-\$170	\$190-\$210	\$190-\$210	\$190-\$210	\$200-\$220

**Table 3**

throughout the project area. Identification of minority and low-income populations was based on review of 2000 census data and through correspondence with local organizations. Minority populations were found to exist in the study area; however, no specific populations were identified within the area of impact or potential displacements. SHA has solicited the involvement of these populations in the project area through informational mailings and community meetings. SHA will continue outreach efforts to assess and avoid disproportionate impacts to environmental justice populations.

## **Cultural Resources**

No historic standing structures or archeological sites eligible for, or listed on, the National Register of Historic Places were identified in the area of potential effects for this project. SHA has requested concurrence from the Maryland Historical Trust that the proposed project will have no effect on historic properties. Public comments are requested regarding this effect determination, in accordance with the Section 106 procedures of the National Historic Preservation Act.

## **Natural Environmental Resources**

I-795 crosses Red Run and its associated Federal Emergency Management Agency (FEMA) designated 100-year floodplain. Impacts to the floodplain are anticipated to be approximately 0.5 acre for each of the build alternatives. Red Run is a Use III stream in the Gwynns Falls watershed and in-stream work may be prohibited from October 1 through April 30, inclusive, during any year. Each of the build alternatives will result in approximately 480 linear feet of stream impacts due to the extension of existing culverts or placement of new culverts for proposed lane widening and ramp construction.

Wetland impacts for each build alternative are projected to be approximately 0.5 acre. A Wetland of Special State Concern (WSSC) has been identified at the southern perimeter of the study area; however, direct impacts will likely be avoided. Permits will be required from the US Army Corps of Engineers and/or the Maryland Department of the Environment (MDE) for wetland and stream impacts.

Potential impacts to wetlands and streams are shown in the Environmental Summary of Impacts and Cost Table.

Adverse impacts to water quality during construction will 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 is in the preliminary stages of development in accordance with the MDE stormwater criteria to minimize adverse effects to water resources. The plan will include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Woodland impacts for each build alternative are estimated to be approximately 53 acres. Any forest clearing resulting from this project would be subject to the Maryland Reforestation Law which requires that these trees be replaced on an acre-for-acre ratio. Coordination with the US Fish and Wildlife Service and the Maryland Department of Natural Resources (DNR) indicate there are no state- or federal-listed rare, threatened, or endangered plant or wildlife species known to occur in the study area. However, the state-listed Purple Fringeless Orchid (*Platanthera peramoena*) is known to have occurred in the WSSC at the southern perimeter of the study area. DNR also identified a natural brown trout population documented in Red Run. SHA is coordinating closely with DNR to ensure these species within the study area are adequately protected.

## **Air Quality and Noise Impacts**

A detailed air quality analysis for Carbon Monoxide (CO) demonstrated that CO concentrations resulting from the implementation of the build alternatives would not result in a violation of the state and national Ambient Air Quality Standards for the 2015 and 2030 analysis years. An analysis of mobile source air toxics (MSATs), found that the project would not result in any meaningful changes in traffic volumes, vehicle mix, or any other factor that would cause an increase in emissions impacts.

A preliminary analysis of Fine Particulate Matter (PM<sub>2.5</sub>) determined that the build alternatives should meet the Clean Air Act and 40 CFR 93.109 requirements. A PM<sub>2.5</sub> project level hot-spot analysis will be completed during the next stage of project development when a preferred alternative is identified. The PM<sub>2.5</sub> analysis will be submitted to the Interagency Consultation Group (ICG) for review and comment. The ICG consists of representatives from the Federal Highway Administration, Environmental Protection Agency, MDE, and the Baltimore Metropolitan Council. After the ICG review, the analysis will be placed on the project website for 15-day public review.

A detailed noise analysis has also been conducted for this project. Seven Noise Sensitive Areas (NSAs) were identified for field monitoring for this project. Under any of the build alternatives, NSA 1, NSA 2, and NSA 4 would experience noise levels sufficient to warrant the consideration of noise abatement. A final determination of the feasibility and reasonableness of abatement measures at impacted NSAs will be made after SHA identifies a preferred alternative.

### **Indirect and Cumulative Effects**

An analysis of indirect and cumulative effects (caused by actions independent of this project) on socio-economic, cultural, and natural resources was also completed. The analysis concluded that potential indirect and cumulative effects to these resources that might result from the I-795/Dolfield road project would be minimal.

## **RELATED TRANSPORTATION PROJECTS**

### **Dolfield Boulevard Extended - Baltimore County Project**

Baltimore County is conducting the Dolfield Boulevard Extension project, which extends Dolfield Boulevard to the west between Lakeside Boulevard and Red Run Boulevard and to the east between Tollgate Road and Reisterstown Road. The west side of Dolfield Boulevard between Lakeside Boulevard and Red Run Boulevard is under construction. It

includes a new bridge over Red Run Stream. The County indicates that the new bridge is scheduled to be completed in 18-24 months. The proposed section of Dolfield Boulevard between Easter Court and Red Run Boulevard will also be completed in 18-24 months. The section of Dolfield Boulevard between Tollgate Road and Reisterstown Road is in design and is nearly complete.

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

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

- Evaluate and address public hearing comments and coordinate with state and federal environmental review and regulatory agencies (Summer 2009)
- Identify the SHA Preferred Alternative (Summer 2009)
- Obtain Location/Design Approval (Spring 2010)

## **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  
Baltimore, Maryland 21202  
Phone: (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**

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

## **MEDIA USED FOR MEETING NOTIFICATION**

An advertisement appeared in the following newspapers to announce the Location/Design Public Hearing:

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

## **DOCUMENTS AVAILABLE FOR REVIEW**

The Location/Design Public Hearing Transcript will be available for review within approximately eight weeks of the hearing. To confirm availability, please call ahead, Monday through Friday, at:

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  
Maryland State Highway Administration  
Public Involvement Section  
707 North Calvert Street, Mail Stop C-301  
Baltimore, Maryland 21202  
Telephone: (410) 545-8522  
Toll-free within Maryland: (800) 548-5026

Randallstown Library  
8604 Liberty Road  
Randallstown, Maryland 21133  
Telephone: (410) 877-0770 or Fax: (410) 521-3614  
Monday-Thursday 9:00 A.M. - 9:00 P.M.  
Friday & Saturday 9:00 A.M. - 5:30 P.M.

Reisterstown Library  
21 Cockeys Mill Road  
Reisterstown, Maryland 21136  
Telephone: (410) 887-1165 or Fax: (410) 833-8756  
Monday-Thursday 9:00 A.M. - 9:00 P.M.  
Friday & Saturday 9:00 A.M. - 5:30 P.M.

## **YOUR OPINION MATTERS**

This hearing 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 hearing. 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:

Mr. Gregory Slater, Director  
Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-411  
Baltimore, MD 21202

Ms. Jamaica Kennon, Project Manager  
Project Management Division  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8512  
Toll Free within Maryland: 1-800-548-5026  
MD Relay Service for teletype users at 7-1-1  
Email: jkennon@sha.state.md.us

Ms. Jessica Silwick, Environmental Manager  
Environmental Planning Division  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-301  
Baltimore, MD 21202  
Telephone: (410) 545-8509  
Toll Free within Maryland: 1-866-527-0502  
MD Relay Service for teletype users at 7-1-1  
Email: jsilwick@sha.state.md.us

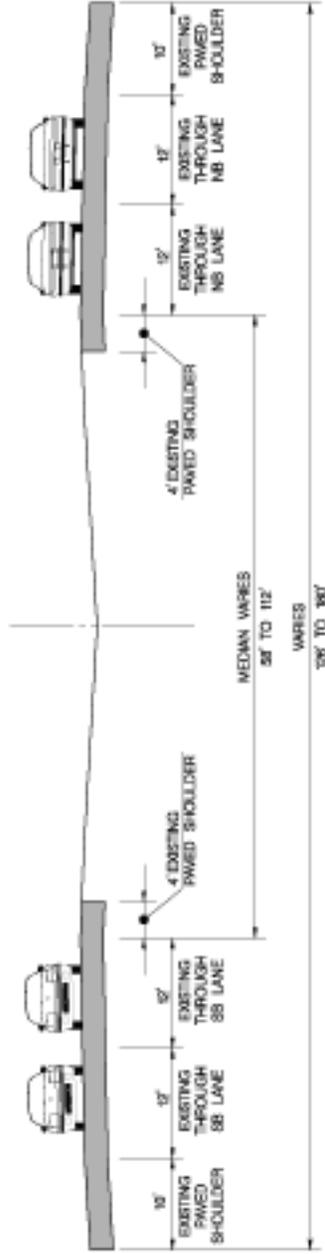
Mr. David Malkowski, District Engineer  
District 4 (Baltimore and Harford County)  
Maryland State Highway Administration  
2323 West Joppa Road  
Lutherville, MD 21043  
Telephone: (410) 321-2810  
Toll-free within Maryland: 1-800-962-3077  
MD Relay Service for teletype users at 7-1-1

## **THANK YOU**

Thank you for participating in the I-795 at Dolfield Boulevard/Pleasant Hill Road Interchange Study Location/Design Public Hearing. 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.



### 4-LANE OPEN SECTION



EXISTING CONDITIONS  
NORTHWEST EXPRESSWAY, I-795

### 8-LANE OPEN SECTION



TYPICAL SECTION  
NORTHWEST EXPRESSWAY, I-795  
ALTERNATIVES 3B, 3C, 4B AND 4C

**LEGEND**

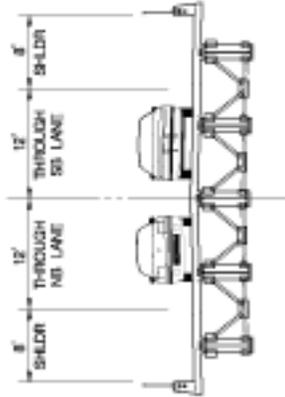
- EXISTING PAVEMENT
- NEW PAVEMENT

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

**SKVA**  
Maryland Department of Transportation  
State Highway Administration  
Office of Planning and  
Preliminary Engineering  
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**FIGURE 1**  
**JUNE 2009**

## 2-LANE UNDIVIDED SECTION



EXISTING CONDITIONS  
PLEASANT HILL ROAD BRIDGE OVER I-795

## 5-LANE DIVIDED SECTION



TYPICAL SECTION  
DOLFIELD BOULEVARD BRIDGE OVER I-795 \*\*  
ALTERNATIVES 2, 3B, 3C, 4B AND 4C

\* - A 12' MEDIAN WILL REPLACE THE 4' MEDIAN AND 12' TURNING LANE FOR ALTERNATIVE 3  
\*\* - PLEASANT HILL ROAD WILL BE RENAMED AFTER DOLFIELD BOULEVARD EXTENSION IS COMPLETE

**I-795 AT DOLFIELD BOULEVARD/  
PLEASANT HILL ROAD INTERCHANGE  
PROJECT PLANNING STUDY**

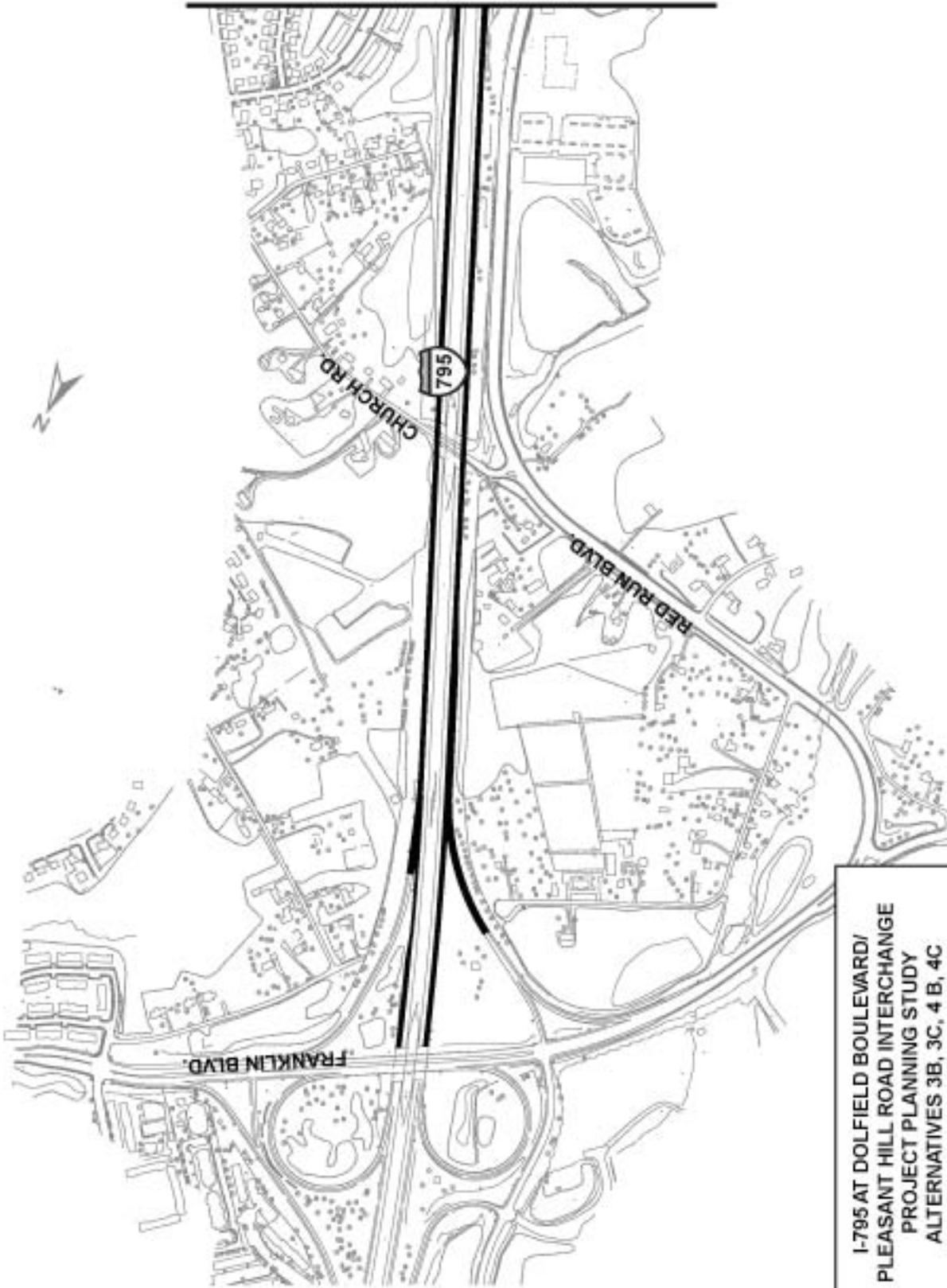
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**FIGURE 2**

**JUNE 2009**

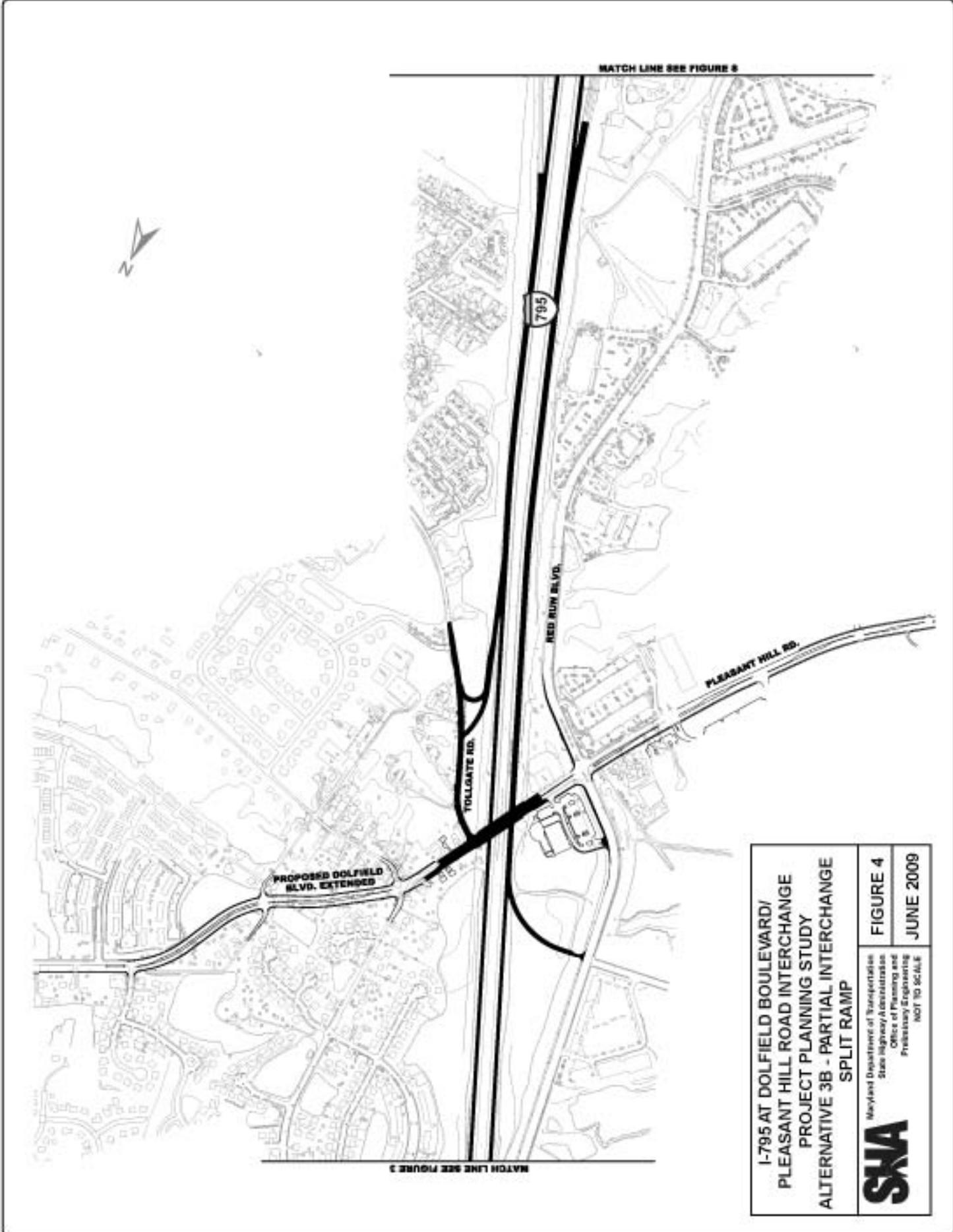
MATCH LINE SEE FIGURES 4, 5, 6 AND 7



I-795 AT DOLFIELD BOULEVARD/  
PLEASANT HILL ROAD INTERCHANGE  
PROJECT PLANNING STUDY  
ALTERNATIVES 3B, 3C, 4 B, 4C  
I-795 WIDENING - NORTH END

**SMA**  
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FIGURE 3  
JUNE 2009

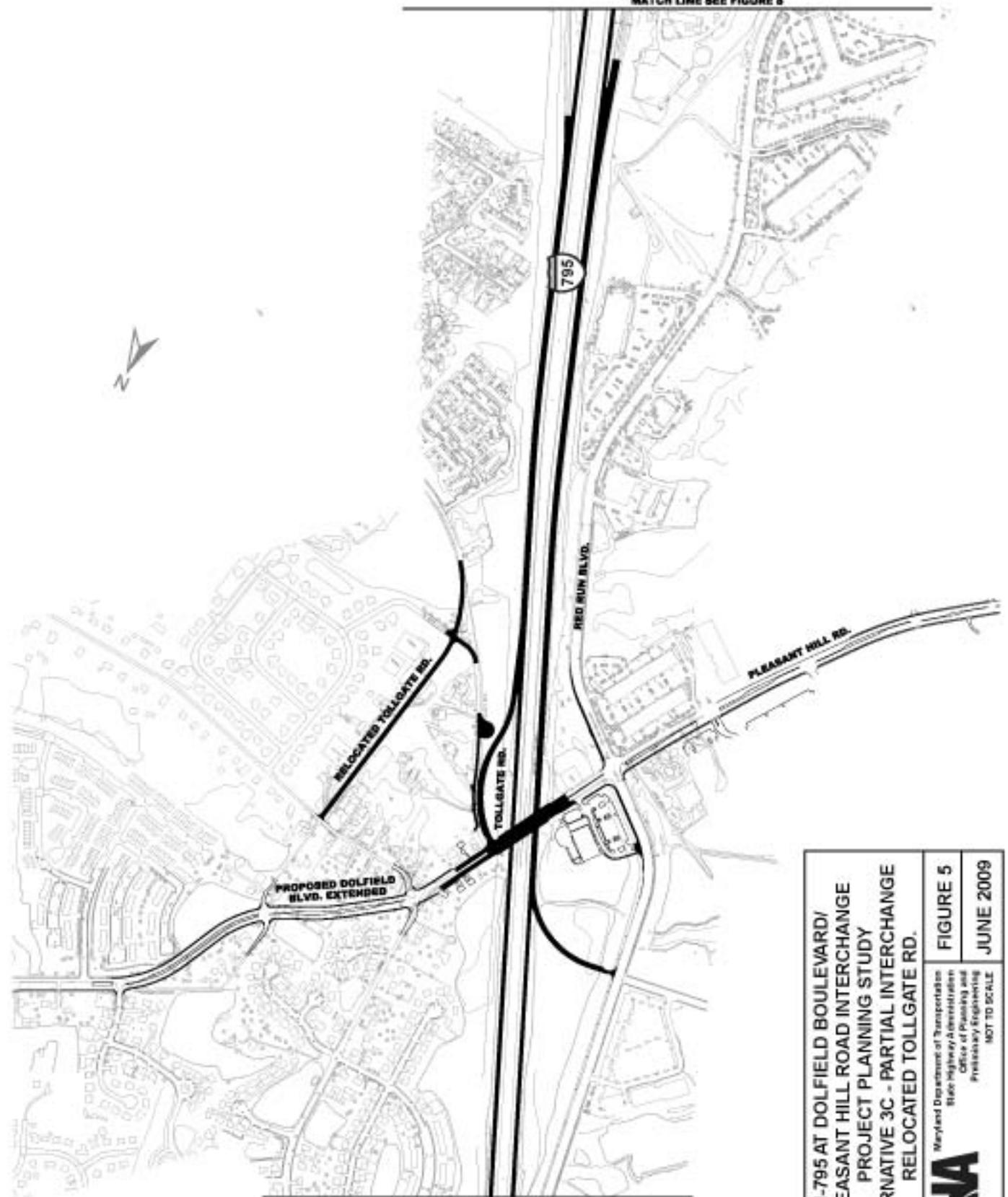


**I-795 AT DOLFELD BOULEVARD/  
 PLEASANT HILL ROAD INTERCHANGE  
 PROJECT PLANNING STUDY  
 ALTERNATIVE 3B - PARTIAL INTERCHANGE  
 SPLIT RAMP**

<p style="font-size: small;">             Maryland Department of Transportation              State Highway Administration              Office of Planning and              Preliminary Engineering              NOT TO SCALE           </p>	<p><b>FIGURE 4</b></p> <p><b>JUNE 2009</b></p>
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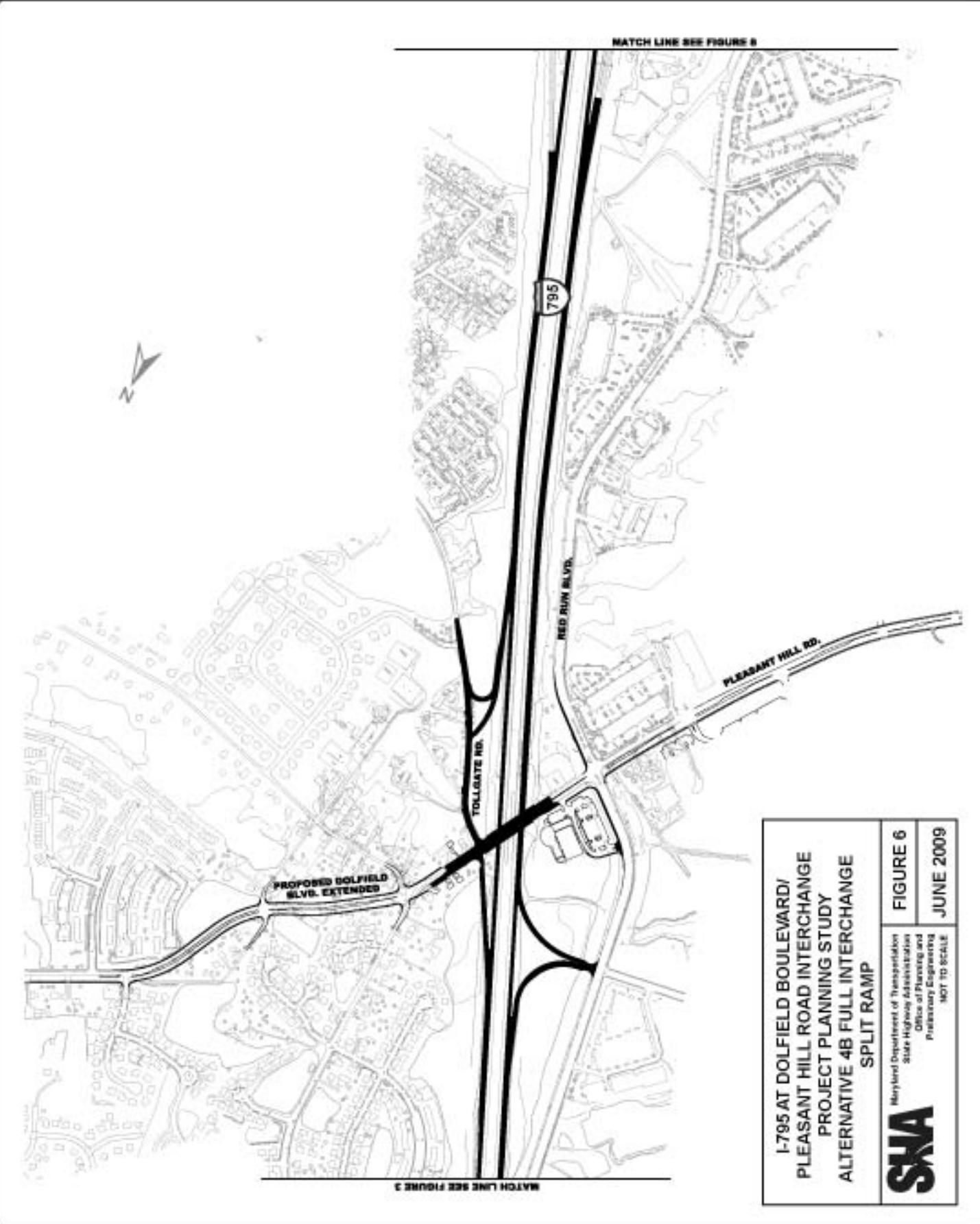


MATCH LINE SEE FIGURE 8



MATCH LINE SEE FIGURE 3

<p>I-795 AT DOLFIELD BOULEVARD/          PLEASANT HILL ROAD INTERCHANGE          PROJECT PLANNING STUDY          ALTERNATIVE 3C - PARTIAL INTERCHANGE          RELOCATED TOLLGATE RD.</p>	
<p><b>SNA</b>          Maryland Department of Transportation          State Highway Administration          Office of Planning and          Preliminary Engineering          NOT TO SCALE</p>	<p>FIGURE 5</p>
	<p>JUNE 2009</p>

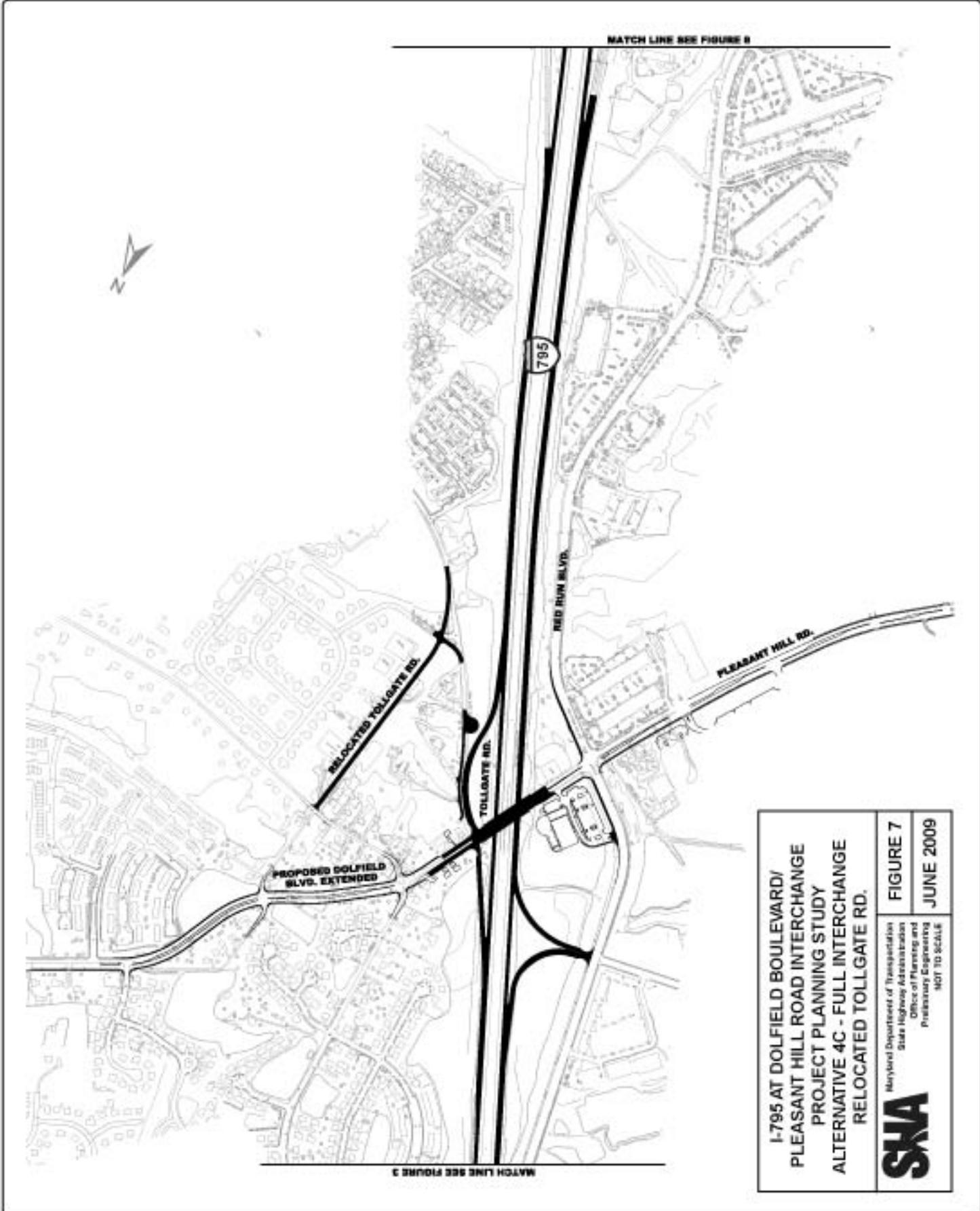


**I-795 AT DOLFIELD BOULEVARD/  
PLEASANT HILL ROAD INTERCHANGE  
PROJECT PLANNING STUDY  
ALTERNATIVE 4B FULL INTERCHANGE  
SPLIT RAMP**

**SMA** Maryland Department of Transportation  
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**FIGURE 6**

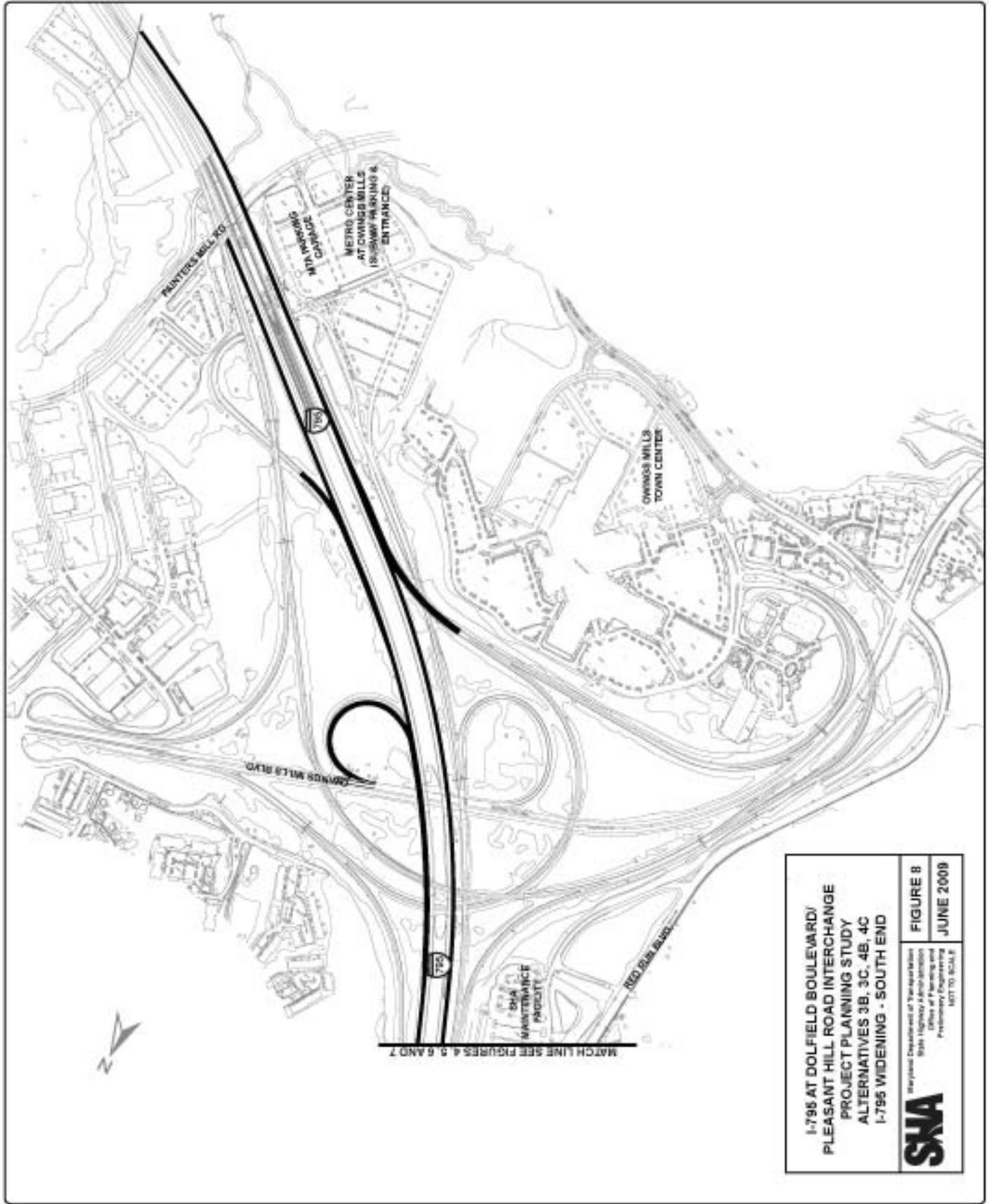
**JUNE 2009**



MATCH LINE SEE FIGURE 8

MATCH LINE SEE FIGURE 3

<p>I-795 AT DOLFIELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVE 4C - FULL INTERCHANGE RELOCATED TOLLGATE RD.</p>	<p><b>SMA</b> Maryland Department of Transportation State Highway Administration Office of Planning and Preliminary Engineering NOT TO SCALE</p> <p>FIGURE 7 JUNE 2009</p>
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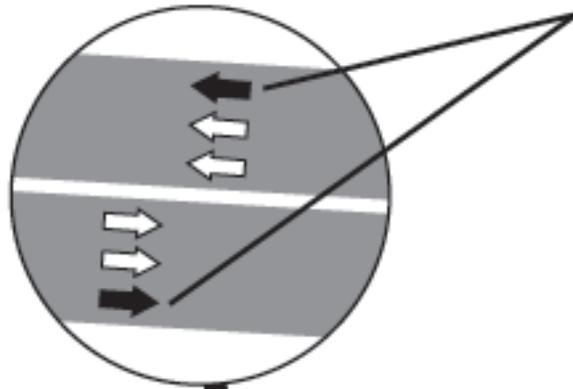


<p>I-795 AT DOLFIELD BOULEVARD/ PLEASANT HILL ROAD INTERCHANGE PROJECT PLANNING STUDY ALTERNATIVES 3B, 3C, 4B, 4C I-795 WIDENING - SOUTH END</p>	<p>FIGURE B JUNE 2009</p>
<p>Maryland Department of Transportation State Highway Administration Office of Planning and Preliminary Engineering NOT TO SCALE</p>	
<p><b>SMA</b></p>	

**WIDEN I-795 FROM FRANKLIN BLVD.  
TO OWINGS MILLS BLVD.**

FRANKLIN BLVD.

ADDITIONAL NB & SB  
THIRD THROUGH LANE

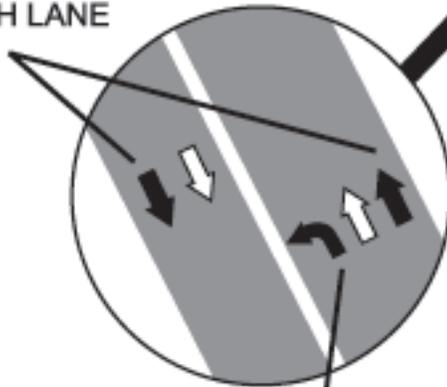


DOLFIELD BLVD.



**WIDEN BRIDGE OVER I-795**

ADDITIONAL NB & SB  
THROUGH LANE



PLEASANT HILL RD.

NB LEFT  
TURN LANE



**I-795 AT DOLFIELD BOULEVARD/  
PLEASANT HILL ROAD INTERCHANGE  
PROJECT PLANNING STUDY  
ALTERNATIVE 2 - TSM/TDM**

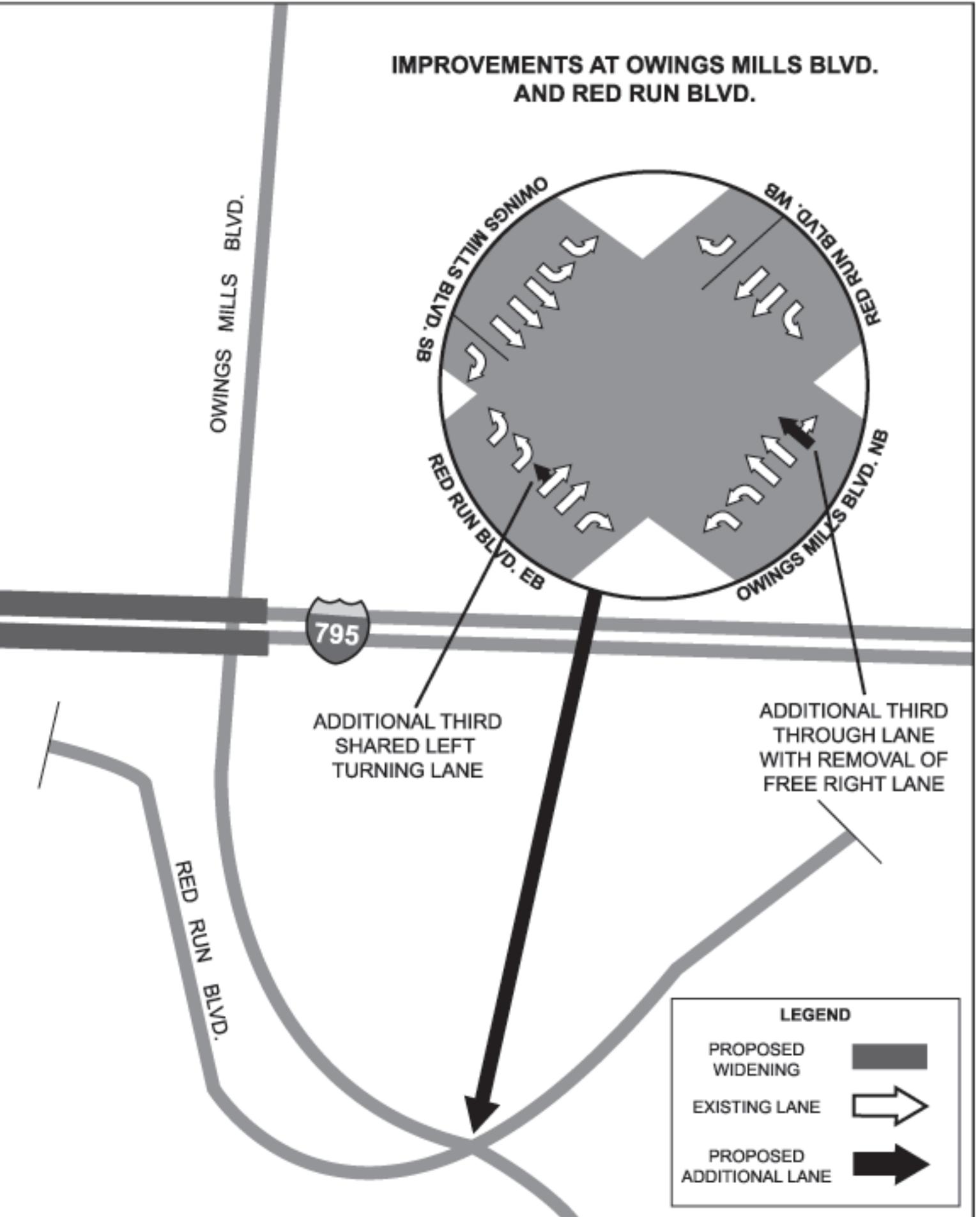


Maryland Department of Transportation  
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**FIGURE 9**

**JUNE 2009**

# IMPROVEMENTS AT OWINGS MILLS BLVD. AND RED RUN BLVD.

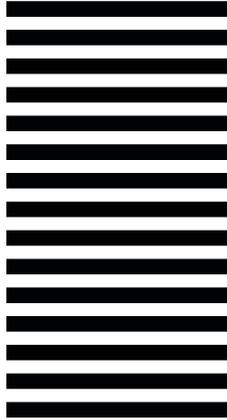








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**ATTN: Jamaica Kennon**  
**SHA Project Manager**



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FOLD FOLD



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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

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*Which part of the brochure was least valuable?*

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*How can we improve the brochure?*

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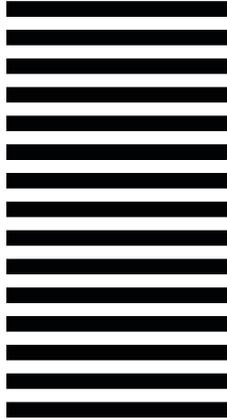
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