

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #09-24**

**RESOLUTION TO ENDORSE ALTERNATIVES RETAINED FOR DETAILED STUDY
I-795 AT DOLFIELD BOULEVARD/PLEASANT HILL ROAD**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

WHEREAS, Section 450.320 of the Final Metropolitan Transportation Planning Rules issued by the Federal Highway Administration and Federal Transit Administration on February 14, 2007 identifies the requirements of a congestion management process in transportation management areas; and

WHEREAS, in October of 1997, the Baltimore Regional Transportation Board approved Resolution # 98-7, adopting a work program for the Congestion Management System (CMS) corridor implementation; and

WHEREAS, one of the primary purposes of the Congestion Management Process is to identify promising mobility (highway, transit, bicycle and pedestrian) improvements and congestion management strategies (transportation demand management or transportation system management), rather than select specific transportation improvement projects for implementation. These improvements will be considered for the next steps of the planning and project development process and, where appropriate, studied further in more detail; and

WHEREAS, the State Highway Administration provided a draft Purpose and Need Statement dated July, 2008 which the Baltimore Regional Transportation Board endorsed in Resolution #09-07 on October 28, 2008; and

WHEREAS, this study involves improving existing capacity, safety, and traffic operations to support the existing and future traffic demand along I-795, at Dolfield Boulevard/Pleasant Hill Road Interchange Project Planning Study, resulting from existing and planned development in the area; and

WHEREAS, the State Highway Administration has provided Alternatives Retained for Detailed Study (ARDS) dated February, 2009 and made a formal presentation at the Interagency Review meeting on March 4, 2009. A public hearing will be held on June 24, 2009 regarding the proposed location and general design of the project alternatives; and

NOW, THEREFORE, BE IT RESOLVED, that the Baltimore Regional Transportation Board, as a commenting agency, endorses the I-795 Alternatives Retained for Detailed Study as described in Attachment A.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its May 26, 2009 meeting.

Date

Carl Balser, Chairman
Baltimore Regional Transportation Board

I-795: Dolfield Boulevard / Pleasant Hill Road Interchange
Alternatives Retained for Detailed Study
Summary

PROJECT DESCRIPTION

The Maryland State Highway Administration (SHA) is conducting a Project Planning Study along the I-795 (Northwest Expressway) corridor at Dolfield Boulevard/Pleasant Hill Road in Owings Mills, Maryland. The study includes a potential new interchange at the Dolfield Boulevard/Pleasant Hill Road overpass and improvements to local intersections near the I-795 corridor.

PROJECT PURPOSE STATEMENT

The purpose of the study is to provide improved access to the planned growth and major employment corridor along the 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, in support of the new interchange.

ALTERNATIVES BEING RETAINED FOR DETAILED STUDY

The following is a list of alternatives/options presented at the October 21, 2008 Alternates Public Workshop that are being carried forward into detailed analysis. Key criteria in deciding which alternatives would be retained for detailed study are: Safety; Traffic operations, including maintaining integrity of the interstate; Accessibility to growth corridor; Community Impacts; Displacement and Property impacts; and Natural, Cultural and Socio-economic impacts.

Mainline Alternative 1 – No-build

The No-Build Alternative has no major 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. It assumes the extension of Dolfield Boulevard by Baltimore County.

Mainline Alternative 2 – Transportation Systems Management (TSM) and Transportation Demand Management (TDM)

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 reconstructing the Dolfield Boulevard/Pleasant Hill Road bridge over I-795, to connect Dolfield Boulevard Extension improvements to the east and west;
- 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; and
- 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 reduction and redistribution of work trips by instituting or continuing ride sharing, flexible work hour, and

telecommuting programs.

Build Alternatives

Build alternatives consist of a variety of partial and full build interchange alternatives. The partial build interchange alternative, identified with a prefix “3” in front of each alternative, provides access to and from the south only at the proposed Dolfield Boulevard/Pleasant Hill Road interchange, while full interchange alternatives, identified with a prefix “4” in front of each alternative, provides access to and from the north and south at the proposed interchange.

In general, each build alternative assumes that the Dolfield Boulevard Extension is in place. The future Dolfield Boulevard/Pleasant Hill Road bridge crossing is assumed to be widened, reconstructed or totally replaced at the same location as the existing crossing. The proposed section will consist of 12 foot and 16 foot lanes in each direction, one 12 foot left turn lane and 4 foot median, with two 5 foot – 8 inch sidewalks, for a clear roadway width (curb to curb) of 72 feet.

Each alternative also includes the 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 forth auxiliary lane in each direction between the proposed Dolfield Boulevard/Pleasant Hill Road and Owings Mills Boulevard interchanges. Auxiliary lanes are in support of on and off ramps between interchange ramps. The additional lanes on I-795 will require the widening of seven bridges: one in the southbound direction over Painters Mill Road; two in both northbound and southbound directions over Owings Mills Boulevard; two in both northbound and southbound directions over the Owings Mills Boulevard on-ramp to southbound I-795; and two in both northbound and southbound directions over Church Road.

Alternative 3B – Partial Build Interchange – Split Ramp (Developed Subsequent to the Alternates Public Workshop)

This alternative is similar to Alternative 4B, except it does not include on and off ramps to and from the north. Intersection improvements will occur at locations in Alternatives 3A and 4B. Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road.

Alternative 3C - Partial Build – Split Ramp (Developed Subsequent to the Alternates Public Workshop)

This alternative is similar to Alternative 4C, except it does not include on and off ramps to and from the north. Intersection improvements will occur at locations in Alternatives 3A and 4B. Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road.

Alternative 4B – Full Build Interchange – Split Ramp

This alternative includes a proposed northbound directional off-ramp that ties into Tollgate Road, in a split ramp configuration, approximately 300 feet north of the Tollgate Road and Hewitt Farms Road intersection. The split ramp serves left and right turning vehicles onto Tollgate Road. This alternative also includes a proposed southbound off-ramp at the intersection of Red Run Boulevard and Redland Court and a northbound on-ramp, opposite the intersection of Dolfield Boulevard and Tollgate Road. Intersection improvements will occur at the four locations in Alternatives 3A, however, modifications to these improvements will occur at the intersection of Tollgate Road at the northbound off-ramp. Local road improvements include Tollgate Road between Church Road and Hewitt Farms Road.

This alternative was developed to minimize traffic impacts to the residential community along Tollgate Road, including the Hewitt Farms community, and property impacts to the Pleasant Hill AME Church. It also allows an increase of the design speed for the northbound off-ramp to 40 miles per hour, due to a flatter curve. However, right turning vehicles approach a tight skew angle at the Tollgate Road intersection. Also, there is little separation between the northbound off-ramp intersection and the Tollgate Road and Hewitt Farms Road intersection.

Alternative 4C - Full Build Interchange – Relocated Tollgate Road

Alternative 4C ties the northbound off-ramp directly into Dolfield Boulevard, instead of Tollgate Road. However, in order for the off-ramp intersection to fit, the section of Tollgate Road, between Hewitt Farms Road and Dolfield Boulevard is being relocated to a strip of private property adjacent to the western boundary of the Hewitt Farms subdivision. The relocated Tollgate Road terminates in a T-intersection at Pleasant Hill Road.

Intersection improvements are proposed at the following five locations:

- Dolfield Boulevard/Pleasant Hill Road at the Northbound Off-Ramp
- Dolfield Boulevard/Pleasant Hill Road at Red Run Boulevard
- Red Run Boulevard at Redland Court
- Pleasant Hill Road at Relocated Dolfield Road
- Hewitt Farms Road at Relocated Tollgate Road

Local road improvements include construction of the relocated Tollgate Road and closure of a section of the existing Tollgate Road between Dolfield Boulevard and Hewitt Farms Road.

This alternative improves interchange operations of the northbound off-ramp by reducing the number of intersections required for the heavy volume of left turning traffic proceeding to Dolfield Boulevard. It also eliminates direct access of interstate traffic to Tollgate Road and the Hewitt Farms Road. It would, however, require approval for the purchase of properties to relocate Tollgate Road. Properties include an abandoned private swim club and property owned by the Hewitt Farms Homeowner Association.

ALTERNATIVES NOT RECOMMENDED FOR DETAILED STUDY

The alternatives below were recommended by SHA to be dropped from further consideration.

Alternatives 3A and 4A: Partial and Full Build Interchanges - Single Ramp

These alternatives provide partial and full access to the growth corridor along Red Run Boulevard from the northbound off-ramp intersection at Tollgate Road and Hewitt Farms Road. They each require the same residential displacement at the corner of Dolfield Boulevard/Pleasant Hill Road and Tollgate Road. However, nearly 50% of Hewitt Farms residents opposed these alternatives, because the northbound off-ramp ties directly into Tollgate Road at Hewitt Farms Road. The northbound off-ramp geometry (25-30 mph) is acceptable but not ideal and it could limit future plans to expand the Mount Pleasant AME Church by tying into Tollgate Road as proposed in this alternative.

Alternatives 3D and 4D: Partial and Full Build Interchanges - Partial Single Point

These alternatives provide partial and full access to the growth corridor along Red Run Boulevard from the northbound off-ramp intersection at Dolfield Boulevard. They each require the same residential displacement at the corner of Dolfield Boulevard/Pleasant Hill Road and Tollgate Road. These alternatives allow Tollgate Road to remain open and require the least number of property impacts. However, intersections at the northbound off-ramp and Tollgate

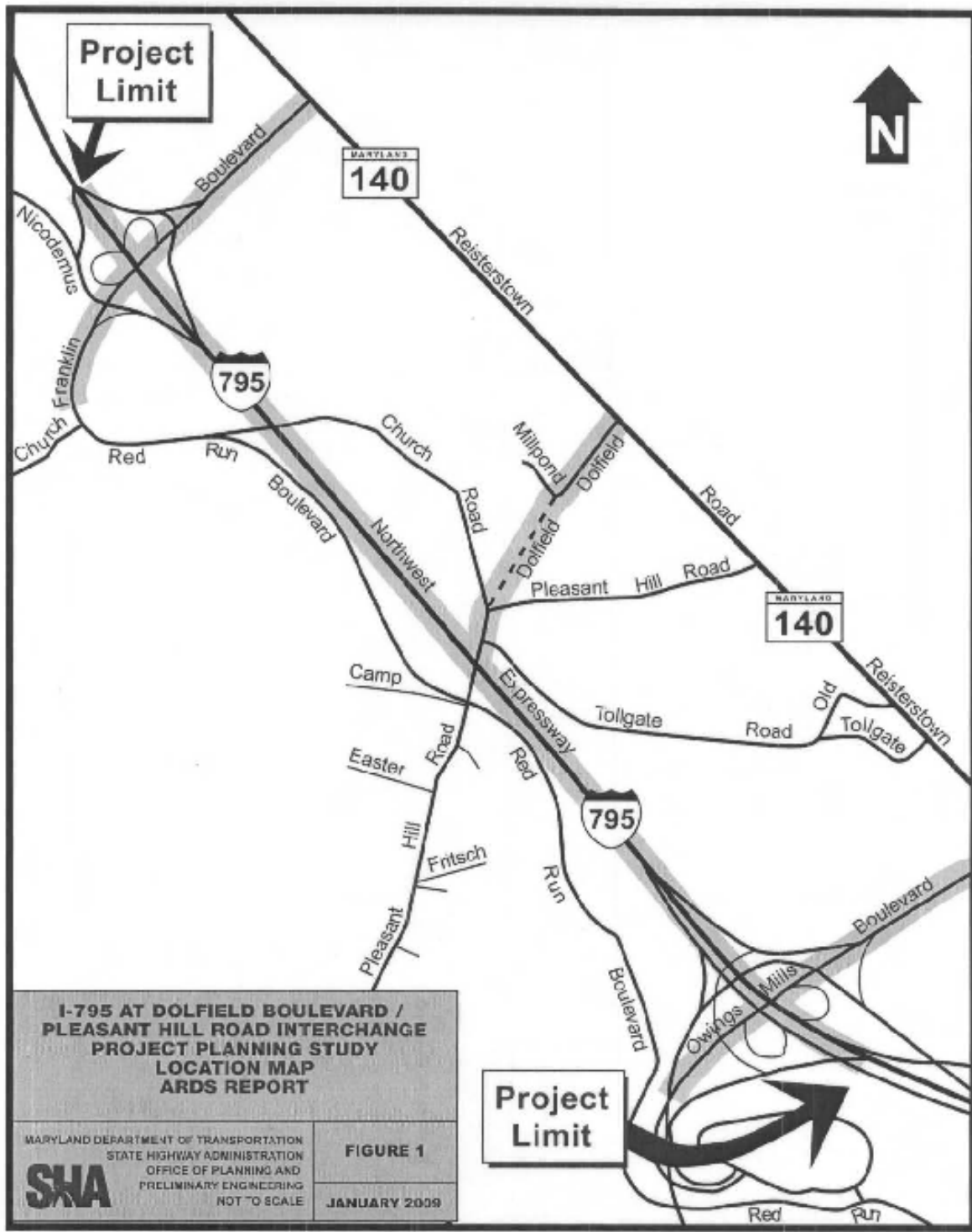
Road are spaced too closely, jeopardizing intersection geometry, operations and maintenance. The partial single point configuration would also require a larger bridge.

Alternatives 3E and 4E: Partial and Full Build Interchanges - Continuous Flow

These alternatives provide partial and full access to the growth corridor along Red Run Boulevard from the northbound off-ramp intersection at Tollgate Road. They each require the same residential displacement at the corner of Dolfield Boulevard/Pleasant Hill Road and Tollgate Road. These alternatives allow Tollgate Road to remain open. However, Tollgate Road must cross northbound off-ramp traffic, resulting in queuing on the northbound off-ramp that could worsen the integrity of the interstate. Queuing was also projected on southbound Tollgate Road and eastbound Dolfield Boulevard, while waiting for an opening to cross the ramp.

Alternative 3F and 4F: Partial and Full Build Interchanges – Loop Ramp

These alternatives provide partial and full access to the growth corridor along Red Run Boulevard from the northbound off-ramp intersection at Dolfield Boulevard. However, they each require six residential displacements along Dolfield Boulevard and extensive rerouting of traffic with the closure of Church Road.



**I-795 AT DOLFIELD BOULEVARD /
PLEASANT HILL ROAD INTERCHANGE
PROJECT PLANNING STUDY
LOCATION MAP
ARDS REPORT**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
SHA
NOT TO SCALE

FIGURE 1
JANUARY 2009

**Project
Limit**