



Martin O'Malley, *Governor*  
Anthony G. Brown, *Lt. Governor*

Beverley K. Swaim-Staley, *Secretary*  
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

October 13, 2014

**TO:** Dennis German  
Chief, Community Design Division

**FROM:** Marcus Tadros   
Project Manager, Highway Design Division

**SUBJECT:** US 1 – Overlea Community Safety & Enhancement Project  
Contract No.: BA5152184  
FMIS No.: BA515A21

**RE:** Task Force Meeting #1

A Task Force Meeting was held on September 23, 2014 at 6:00 p.m. at the Rosedale Library.

The following individuals were in attendance:

Katherine Klausmeier	State Senator – 8 <sup>th</sup> District
Larry Simmons	Baltimore County Exec. Office
Bill Paulshock	House of Delegate Candidate – 8 <sup>th</sup> District
J.B. Osbourne	Baltimore County Councilwoman (for Cathy Bevins)
Dave Peake	SHA-District 4
Teri Soos	SHA-OHD-CDD
Marcus Tadros	SHA-OHD-HDD
Donald Distance	SHA-District 4 Traffic
Lee Lambert	SHA-District 4 Right-of-Way
Wendy Wolcott	SHA-District 4
Fran Ward	SHA-District 4
Krystle Patchak	Baltimore County Planning
Terry Freeland	Linover Improvement Association
Curt Phillips	Overlea Community Association
Norma Secoura	Overlea Community Association
Donna Bethke	Overlea Fullerto Business Association
Gail Ritgert	Linover

My telephone number/toll-free number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

Marc Ritgert	Linover
Joseph Melvin	Melvin's Tire
John DeAngelis	Buck Fowlers Tavern
Renee Smith	N/A
Ken Schmidt	Mahan Rykiel Associates
Ron Gneo	Century Engineering Inc.
Joshua Dupee	Century Engineering Inc.

The following topics were on the agenda:

### **Welcome/Introductions**

- Mr. Peake opened the meeting by thanking all participants for their attendance and service and recognizing individuals for their ongoing support of this project.

### **Project History**

- While many of the Task Force members are from the original Planning Phase Task Force, there are a few members who are new to this process. An outline of the project history was provided by Mr. Tadros.
  - Concept Development Phase (Planning) – 2005 to 2007.
  - Last Task Force Meeting – July 25, 2007.
  - Community Informational Meeting (to end the planning phase) – October 10, 2007.
  - Design Funding Received – 2013.
  - Community Informational Meeting (to kick-off the design phase) – March 13, 2014.

### **Role of the Task Force**

- A Task Force is a group of people who temporarily and voluntarily work together to achieve a very specific and clearly defined objective. In this case, the group consists of local politicians, community association members, residents, business owners, State, County and City employees, and design consultants. The objective is to establish and follow through with improvements to this roadway corridor that improve safety for the traveling public (both pedestrian and vehicular), maintain and improve business access, enhance aesthetics, and uphold the prevalent character unique to this community.
- Mr. Tadros explained that the Task Force, if they so choose, can elect a chairperson who would be the voice of the Task Force and sole coordinator to SHA. Should the Task Force not elect a chair person, SHA will be willing address each individual on a one-on-one basis as this project continues to move forward.

- Mr. DeAngelis asked the Task Force if one of the goals was to slow down traffic, stating a significant amount of accidents related to speed at the southern end of this project.
  - Mr. Peake responded by explaining the nature of this project. It is a Community Safety Enhancement Project with high crash rates that need to be addressed. During the planning phase and re-confirmed during the early portion of the design phase, it was noted that a center turning lane would be a beneficial improvement to certain areas within the project limits. The ideology of removing turning vehicles from through traffic lanes reduces congestion and conflicts (crashes). Slowing down traffic to posted speed limits is not necessarily a design issue but often is a law enforcement issue. Regardless, the design will keep speed limits at the forefront.
  - Ms. Wolcott explained that signal timing can be implemented such that the posted speed limit will allow vehicular traffic to continue through the corridor without receiving a red light. Speeding traffic will be forced to stop at the next signal, thus deterring the traveling public from excessive speeding.
  - Mr. Peake explained that US 1 Belair Road is on the National Highway System and traffic calming elements typically found on low volume residential streets do not apply (e.g. speed humps). To resolve many traffic related issues along this corridor, it will take the three E's. Education, Engineering and Enforcement.
  - Ms. Klausmeier stated the Harford Road Improvements was a great learning curve for this type of project. A lot was learned and can be applied here.

### **Project Schedule**

- This project is scheduled to hit the following milestones:
  - 30% Design Complete – January 16, 2015.
  - 90% Design Complete – Spring 2016.
  - Clear Right-of-Way – Spring 2016 (pending funding).
  - Clear Utilities – Spring 2018 (pending funding).
  - Begin Construction – Summer 2018 (pending funding).
  - Open to Traffic – 2021.
- Currently this project is funded for design only. Right-of-way and construction funding is not available. This is typical with SHA projects. As the design progresses, SHA will pursue additional funding.
  - Right-of-Way Funding: While it is not on the current year budget for Maryland, it is a top priority. Ms. Klausmeier explained that a letter of support from her office to SHA would be beneficial. Mr. Tadros stated that preliminary right-of-way impacts are determined at the 30% design phase and refined throughout the design process as needed. Mr. Lambert stated that the property acquisition process typically lasts 6-8 months. First it's the appraisal, and then the appraisal

approval and then the offers are presented to the applicable property owners. It is expected that between January and March of 2016, SHA will be contacting affected property owners along this project corridor. Ms. Soos explained that Federal Funding is a possibility for this project.

- Task Force Comment: If funding is not available, will the project get downsized or will the project be placed on hold until funding is available?
  - Mr. Peake stated that the preferred method is to wait until funding becomes available and not compromise the integrity of the entire project as a whole.
- Task Force Comment: Since funding is available for the design phase, when does SHA and its design consultants determine/develop different design options for the project corridor?
  - Ms. Soos explained that developing different design options typically happens during the planning phase and refined during the early stages of design. Large scale changes should be determined prior to the 30% design stage. But, since all projects are not the same, often large scale design changes can occur within the later stages (closer to construction).

### **Design Work Completed To Date**

- Survey – Completed March 2014.
- Utility Designation – Completed August 2014.
- Metes & Bounds – Completed September 2014.
- Line, Grade and Typical Section – Completed September 2014.
  - This is a process in which the horizontal elements of the project are determined (location of curb and gutter, lane widths and lane additions/removal).
- Roadway Impact Study – August 2014.
- Study Identifying Existing Drainage Issues.
  - Ms. Klausmeier asked if the work completed to date has been coordinated with Baltimore City and their proposed improvements which connect to the southern limits of this project.
    - Mr. Tadros stated that Baltimore City has been participating in the SHA Partnering Meetings (meetings in which SHA coordinates with all affected agencies such as MTA, Utility Companies, etc.). Coordination will be ongoing throughout the life of this project as the design develops and continues into construction.
  - Ms. Klausmeier asked if the failing outfall repair (Stemmers Run) was part of this project. Stating that the downstream slope is failing and causing the adjacent parking lot to fail.

- Mr. Tadros explained that SHA is investigating the slope failure and at this stage is uncertain what repair would be necessary and whether such repair work would be part of this project or if it would be a separate project.

### **Ongoing Preliminary Design Work**

- Roadway Refinements: Mr. Dupee stated that we are currently at the 15% design phase in which Line, Grade and Typical Section has been finalized. Efforts under development include establishing a vertical alignment, which limits adjacent property impacts, while maintaining business access and taking into consideration impacts to vehicular and pedestrian traffic during construction phases. Utility design and landscape design are also under development.
  - Task Force Comment: Are bicycle lanes part of this project?
    - Mr. Tadros responded that due to the nature of this project (tight corridor with businesses and homes in close proximity to the roadway), unfortunately no. Available space is too limited and impacts to residents and business would be too great.
- Drainage & Stormwater Management Design: Mr. Gneo explained that a drainage impact study has been completed. Noting large areas experiencing flooding. Efforts under development include establishing a drainage system which eliminates roadway and adjacent property impacts (flooding).
  - Task Force Comment: Are you aware of the Fullerton Drainage Improvements?
    - Mr. Gneo responded that we are aware and have seen firsthand these improvements. While they are not within the limits of this project, a substantial portion of the roadway and adjacent properties end up draining to these ongoing improvements. A goal of this project is to stay within the drainage limits of the Fullerton Drainage Improvements and to not cause any negative impacts.
- Task Force Comment: Will night work be required?
  - Mr. Tadros stated that due to the complexity of work, night work will most likely be required. Day work will also be required.
  - Mr. Distance explained that the typical hours SHA allows for construction of this magnitude is 9 a.m. – 3 p.m. and 8 p.m. – 5 a.m. Prior to implementing these working hours, consideration will be taken for the surrounding community (residential vs. businesses).

### **Roadway Impact Study**

- Mr. Tadros stated that SHA and its design consultants have completed a lane/widening assessment of two focal points within the project corridor. Typical roadway sections

were distributed and can be found attached to these minutes. Mr. Dupee explained the following:

- Focal Point #1: East Elm Avenue to Fullerton Heights Avenue
  - Option A: 10' turn lanes with 11' through lanes and no center turn lane (resulting in a four lane total roadway segment).
  - Option B: 10' turn lane and through lanes with a center 10' turn lane (resulting in a five lane total roadway segment).
  - Option C: Option B with a 3' alignment shift toward the west.
    - *RESULT: Upon analyzing the impacts to adjacent residential and commercial properties, Option C was chosen.*
  
- Focal Point #2: Delight Avenue to Cardwell Avenue
  - Option D: 10' turn lanes with 11' through lanes and no center turn lanes (resulting in a four lane total roadway segment).
  - Option E: 10' turn lanes and through lanes with a 10' center turn lane.
    - *RESULT: Upon analyzing the impacts to adjacent residential and commercial properties, Option E was modified and chosen (11' center turn lane).*

### Questions & Answers

- Task Force Comment: Will these minutes be distributed?
  - Mr. Tadros responded yes. It will be the responsibility of the Task Force to further distribute them to the community as they see fit.
  - Mr. Tadros followed by stating that this project has a webpage (information below) and the minutes can be posted there for distribution.
- Task Force Comment: Concerns were voiced regarding the unsignalized shopping center entrance/exit (right-in & right-out) being used not as intended (safety concern). Vehicular traffic often attempts the left-out & left-in which is against the posted use for this entrance.
  - Mr. Tadros stated that SHA will review this entrance during the design (curb geometrics and signage).
  - Mr. Distance stated that this entrance is a private entrance. SHA will review the original agreement for this entrance and follow-up as applicable.

### Closing

- Next meeting will be scheduled early 2015 (coinciding with the 30% design submittal).
- SHA Project Website: [www.roads.maryland.gov](http://www.roads.maryland.gov)
  - Click “Business Center”, “SHA Project” and Select Baltimore County.
  - Click the US 1, Belair Road project.

- Project Contact – Marcus Tadros, Project Manager, [mtadros@sha.state.md.us](mailto:mtadros@sha.state.md.us) or 410-545-8794.

If there are any questions, concerns, or changes to these minutes please contact Marcus Tadros, Project Manager, within one week of receipt by phone at 410-545-8794 or by email at [mtadros@sha.state.md.us](mailto:mtadros@sha.state.md.us).

Attachments: A: Study Typical Sections

B: Study Roll Plots (posted on SHA Project Website)

cc: Ms. Teri Soos, ADC, Community Design Division, SHA  
Mr. Anthony Frascarella, Century Engineering, Inc.