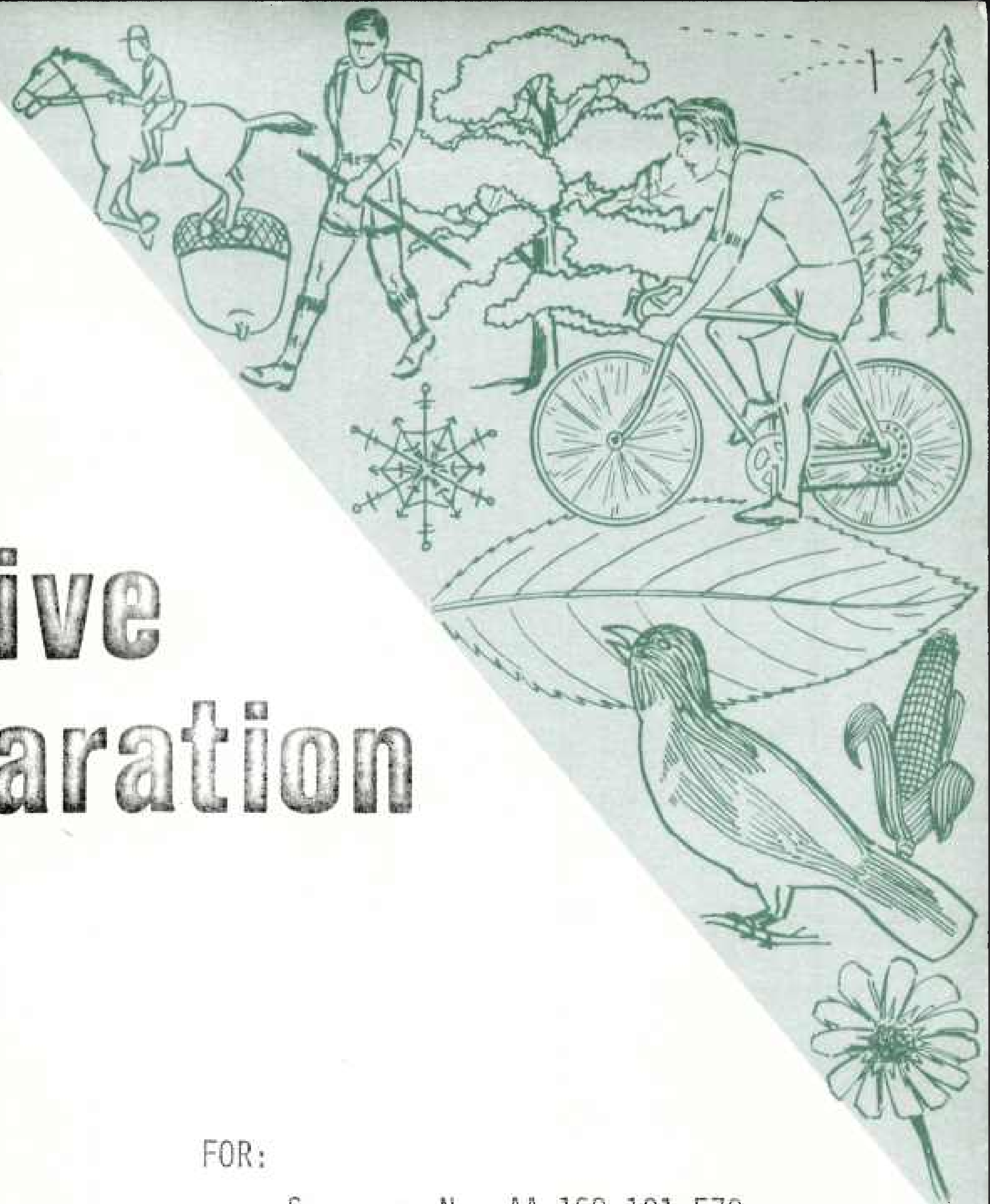
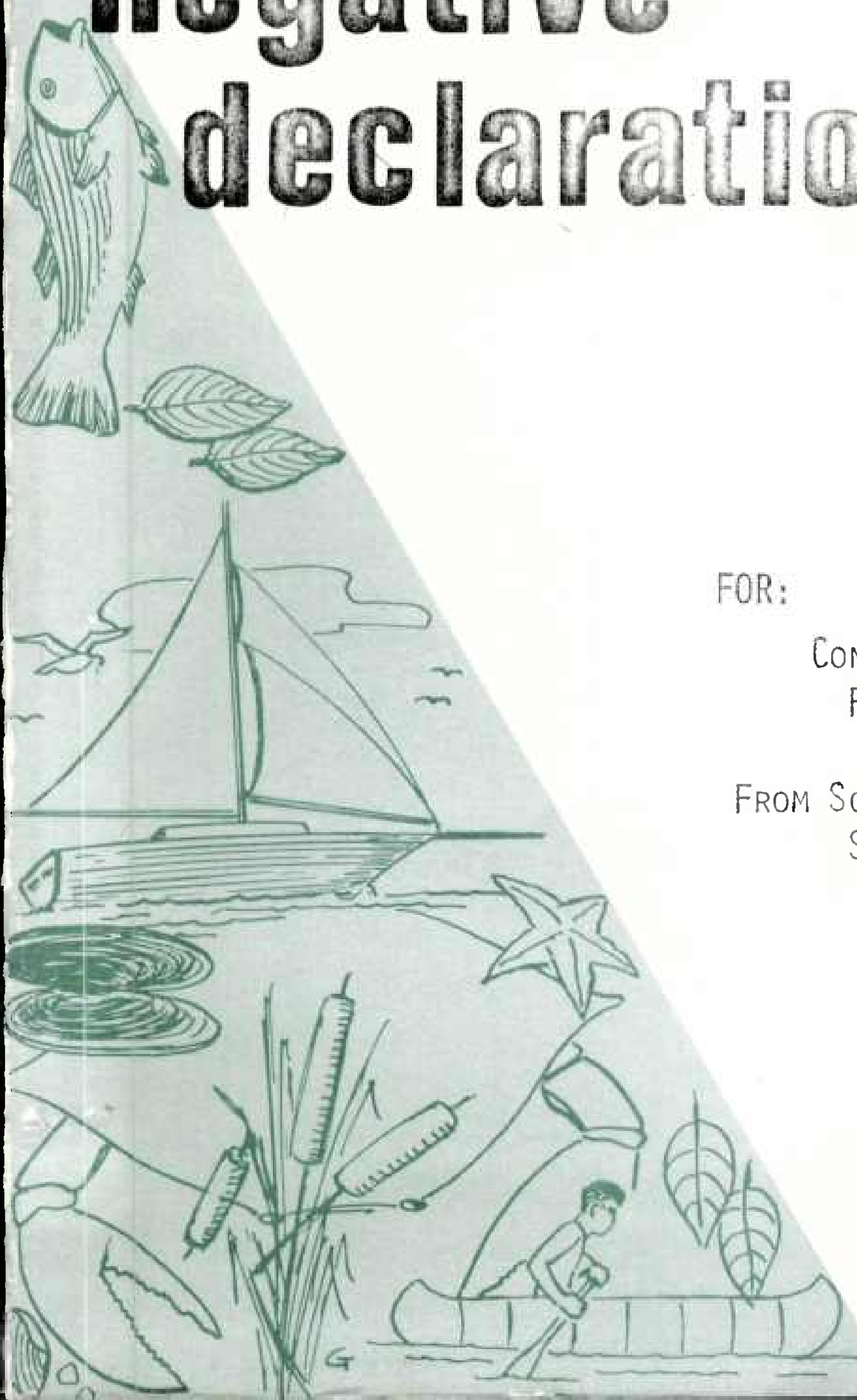
final negative declaration





FOR:

CONTRACT No. AA 169-101-570
F.A.P. No. RF 257-1(3)
MARYLAND ROUTE 2
FROM SOUTH OF MARYLAND ROUTE 214 TO
SOUTH OF VIRGINIA AVENUE

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

2

REPORT NUMBER: FHWA-MD-NEG-79- 10-(F)

FEDERAL HIGHWAY ADMINISTRATION
REGION III

Maryland Route 2
South of Maryland Route 214 to
South of Virginia Avenue

Anne Arundel County, Maryland

ADMINISTRATIVE ACTION

FINAL NEGATIVE DECLARATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332 (1) (C) and 23 U.S.C. 128 (a)

M. S. Caltrider
State Highway Administrator

1/31/80 by: Hal Kassoff

Date

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

2/1/80 by: Emil Elinsky

Date

Federal Highway Administration
Division Federal Highway
Administrator

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SUMMARY

1. Administrative Action

Draft ( )   Final (X)
Negative Declaration (X)
Environmental Impact Statement ( )

2. The following individuals can be contacted for information concerning the proposed project:

Mr. Eugene T. Camponeschi
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201
Phone:(301) 383-4327
Office Hours:8:15 a.m. to 4:15 p.m.

Mr. Roy Gingrich
District Engineer
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
Phone:(301)962-4011
Office Hours:7:45 a.m. to 4:15 p.m.

3. Description of the Selected Alternate

The proposed action involves the reconstruction of Maryland Route 2, in Anne Arundel County, Maryland (Figure 1) from south of Maryland Route 214 to South of Virginia Avenue, as a multi-lane facility for a length of approximately 1.8 miles. This section would be compatible with the planned South River Bridge and improvements to Route 2 north of Virginia Avenue. (Figure 2). The selected Alternate (B-2) proposes to build the ultimate design highway of six (6) lanes with a 30 foot median, instead of the four (4) lane 54 foot median, proposed as the initial improvement in the Draft Negative Declaration. The two (2) outside lanes would be striped for acceleration and deceleration lanes for the numerous commercial activities, effectively creating a four (4) through lane facility.

4. Major Alternates Considered

Two Build Alternates, B-1 and B-2 and the No-Build were considered and evaluated in the Draft Negative Declaration. Alternate B-1 proposed an initial four (4) lane urban divided highway with a 42 foot median and an ultimate six (6) lane divided highway with a 16 foot curbed median. Alternate B-2 proposed an initial four (4) lane urban divided highway with a 54 foot median and an ultimate six (6) lane divided highway with a 30 foot median. The No-Build Alternate would maintain the existing roadway as it is, a two (2) lane facility.

After reviewing comments received from the Combined Location/Design Public Hearing and circulation of the Draft Negative Declaration, and a careful evaluation of all data; it was decided that

Alternate B-2 modifications would include providing for two (2) additional median cross-overs, and constructing the ultimate six (6) lane typical section initially with the outside (curb) lanes being striped for use as shoulders and acceleration/deceleration lanes.

5. Environmental Summary (for selected alternate)

There would be no significant effect on the environment as a result of this project.

17.3 acres of Right of Way would be required and the selected alternate would displace four (4) businesses. There would be no effect to any known historic or archeological resources. There would be no impacts to minority communities.

There would be no violations of Federal Air Standards or Design Noise Levels as a result of the proposed improvement.

This action will benefit the area as a whole by reducing congestion, delays and traffic accidents. Improvements to Route 2 are recommended in Anne Arundel County's General Development Plan.

I. SOCIAL-ECONOMIC AND ECOLOGICAL CONTEXT OF THE AREA

A. Social-Economic

1. Population Characteristics

In the 1940's and 1950's the major uses of the project area were farming and summer recreation. Many city residents from Washington, D. C. and the Baltimore Metro vicinities maintained summer cottages in the waterfront areas. Commercial uses were primarily beach and resort activities.

In the late 50's, a trend from summer cottages to year round residences began. This trend accelerated into the suburban development of most of the water front area and associated waterways. The population of the County was 341,781 in 1975, an increase from 206,634 in 1960. The study area's population for 1975 was 9,616, an increase from 3,176 in 1960.

The County, recognizing this increase in population and development, instituted an "Adequate Facilities Document" to aid in channelling and controlling urban type development. This document was adopted on September 1, 1978 with the General Development Plan. It is discussed in the Land Use Planning Section.

Future growth in the project area is expected to occur by extension of existing communities and in areas serviced by water and sewerage. Approximately 100-150 lots per year are expected to be developed with residential units.

One major subdivision is anticipated at the terminus of Maryland 214 on the Mayo Peninsula. Chesapeake Bay Village, a planned development of 341 acres with 2,447 residential units and associated commercial uses, was planned to begin construction in 1978-1979. The reality of this subdivision is still unknown, however, due to recent debate by proponents of low growth with the proponents of increased growth. The proponents of low growth are recommending the purchase of this property for use as a regional park, in lieu of the subdivision. At this time, a decision has not been made. In order to address this issue, population figures for the study area were projected with and without the anticipated population of Chesapeake Bay Village in the "Mayo Wastewater System Comprehensive Plan".

TABLE 1

		1975	1980	1990	2000
1.	Population	9616	10641	12750	15662
2.	Adjustment	0	615	615	615
	(Chesapeak Bay Village)			4986	4986
3.	Total Population	9616	11256	18351	21263

Other possible growth areas are identified as Deferred Development (DD) Zoning. A discussion of these areas is in the Land Use Planning Section.

While there are local industries, the majority of the persons are employed outside of the project area in the Annapolis, Washington, and Baltimore Areas. Income data indicate that the average household income of the area residents is slightly higher than the state average, indicating the majority of workers are in professional or other white collar occupations. Housing types and prices in the area also reflect the better than average income of the area residents.

2. Land Use

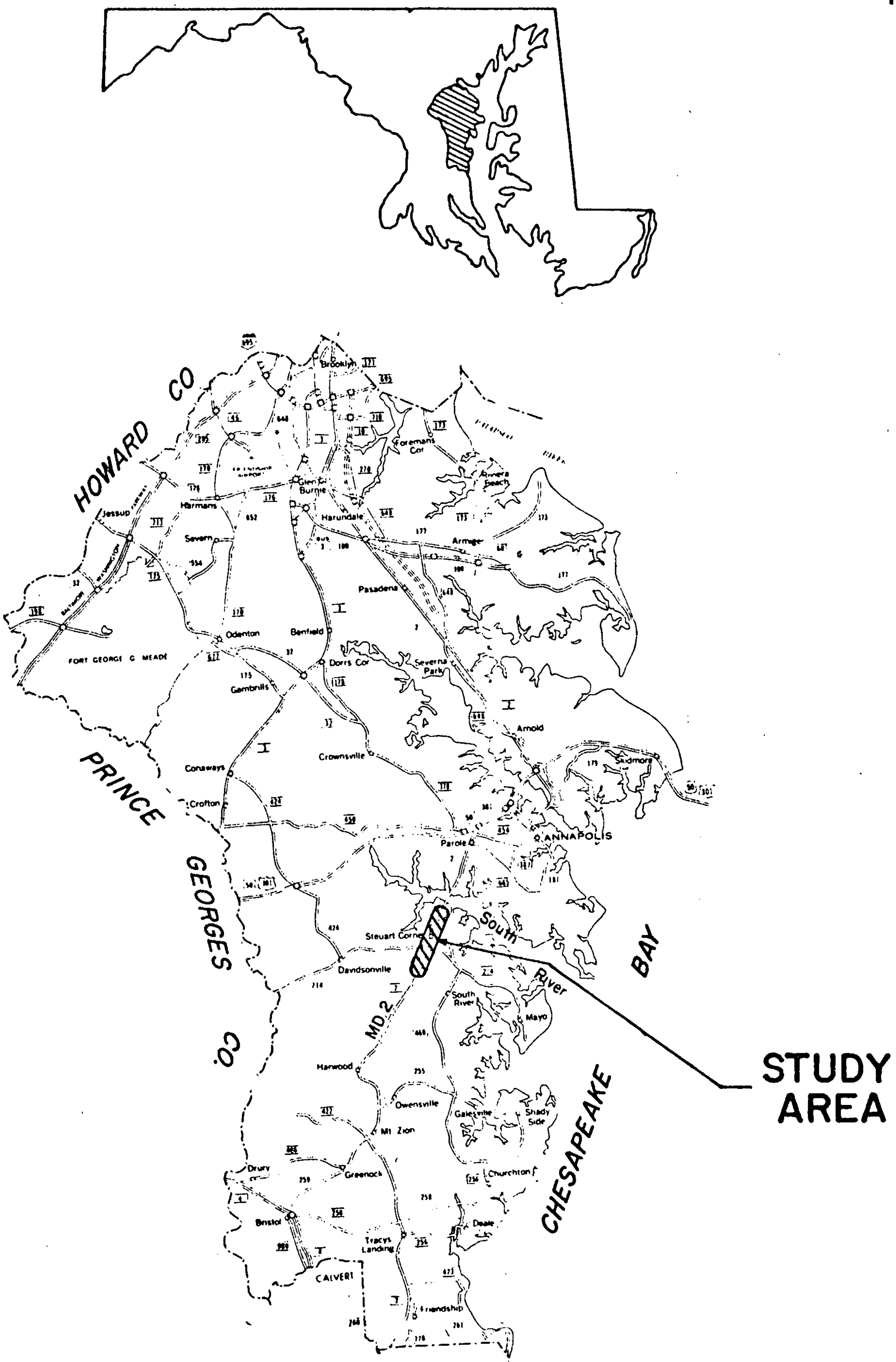
The Maryland Route 2 corridor is characterized by strip commercial development, south of the bridge to Maryland Route 214. Occasional residential uses break the commercial strip. (Figure 3)

Residential uses are found primarily along the shores of the Chesapeake Bay and its tributaries. Most residential activity is found east of Maryland Route 468 (Muddy Creek Road), on the Mayo and Beverly Penninsula and in the Deale-Shadyside areas. The residential development west of Maryland Route 2 is concentrated in the Edgewater area, southwest and adjacent to the South River Bridge. Other development occurs along the South River and its tributaries.

3. Land Use Planning

The first comprehensive Land Use Plan developed by Anne Arundel County was its General Development Plan (GDP), adopted 1968 and revised and adopted again in 1972 and 1978. This report was the county's first step in directing its ongoing conversion from a rural to a suburban community in an orderly manner. As such, the GDP recommended upgrading of Maryland 2 to a major highway south of the South River Bridge to Central Avenue (Maryland Route 214).

MARYLAND



ANNE ARUNDEL COUNTY

LOCATION MAP

FIG I

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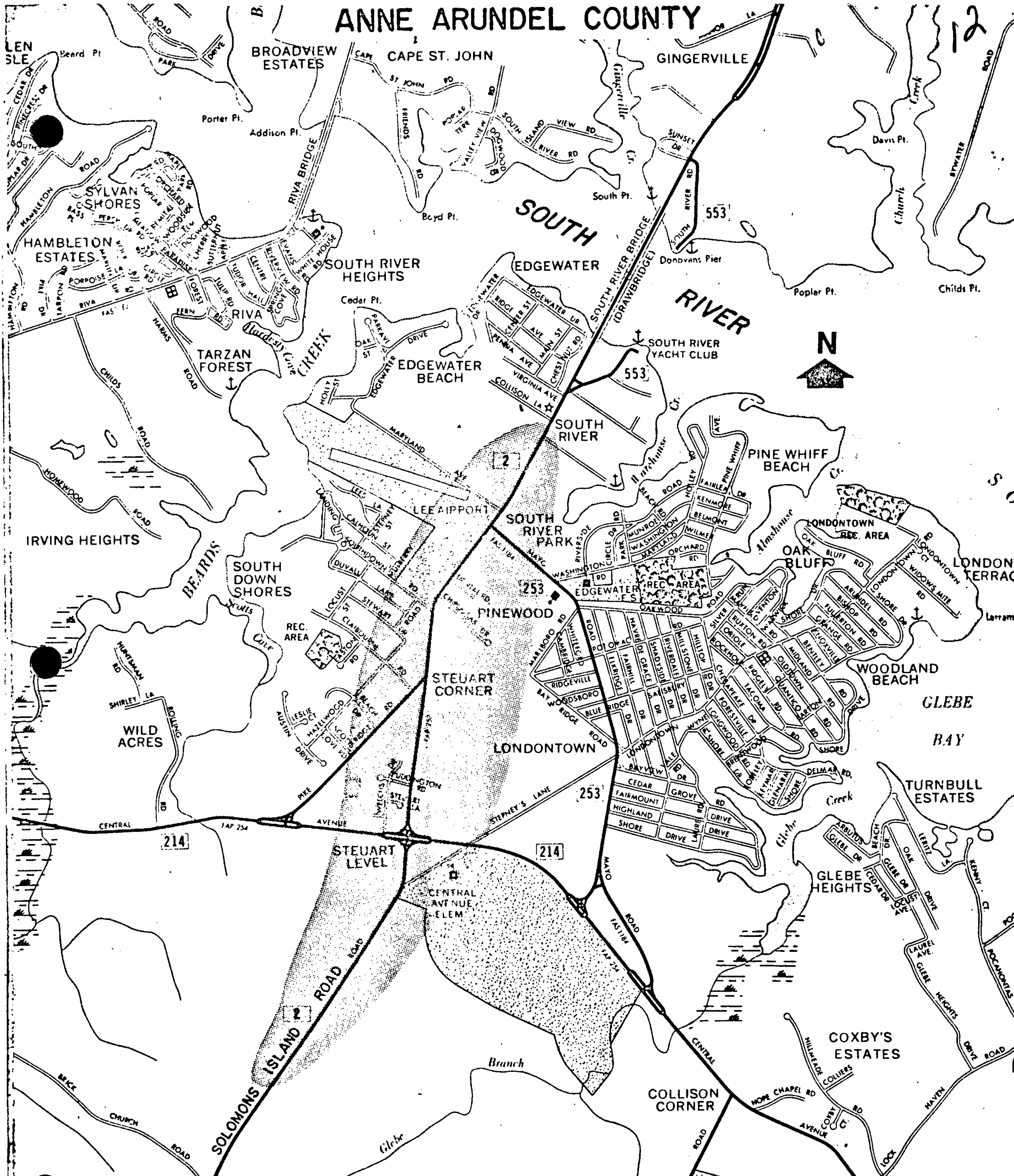

STUDY AREA MAP

FIG 2

SCALE: 1" = 2000'

-STUDY AREA

LAND USE
MARYLAND ROUTE 2

R	RESIDENTIAL	**C**	COMMERCIAL
A	AGRICULTURAL	**+**	RELIGIOUS
W	WOODED	**E**	EDUCATIONAL

SCALE: 1"=500'

FIGURE **3**

The land use anticipated to occur relative to transportation improvements was also studied. In the Route 2 study area, land use is expected to remain the same, with any additional development occurring in designated areas.

Designated areas for development were identified in an "Adequate Facilities Ordinance" which went into effect in September, 1978. The long ranging ordinance attempts to channel new development in the county to areas with adequate facilities (e.g., water, sewer, school) to absorb it. This would act to keep presently rural properties as nondevelopment areas and encourage infilling of existing developments. Zoning reflects the intent of the "Adequate Facilities Ordinance". The Route 2 corridor, south of Maryland 214 is zoned as rural agriculture, precluding development. Areas along the Beverly, Mayo Penninsulas are zoned for varying densities of residential and commercial uses which correspond with present uses.

The possible impetus to development would occur in areas zoned as DD (Deferred Development). The uses of these zoned areas would allow various types of uses including residential, commercial, and industrial development, but the development must be in a unit form such as planned unit development or commercial or industrial complexes. Anne Arundel County controls land use and the development of areas zoned DD.

The proposed Chesapeake Bay Village discussed earlier would be located on property presently zoned DD. Additional commercial and marina areas would be included.

4. <u>Other Federal or State Actions in the Study Area</u>

Three Federal actions are being studied in the Maryland Route 2 corridor, Maryland 32, Maryland 214/424 and replacement of the existing South River swing span bridge on Maryland Route 2.

The Maryland 32 Patuxent Boulevard Study, a part of the Baltimore/Annapolis Transportation Study (BATCS) is located approximately 1.3 miles north of this action. This study is considering a Boulevard on new location from U.S. 50/301 to the Forest Drive at Spa Road area, in accordance with the Anne Arundel GDP. This project would have a minimal effect on Maryland Route 2 since it would carry traffic in a east-west corridor, serving the area northeast of the project area, to the Baltimore Metro vicinity.

The Maryland 214/424 study (at the southern terminus of this study), proposes to improve these roads to multi-lane facilities to facilitate traffic in an east/west manner, from the Mayo vicinity to Washington D. C. and metro areas. Again, this alternate should have a minimal effect on, or by, the proposed action.

A third action is the replacement of the existing South River swing span bridge. The approach roads and bridge will have four (4) lanes that will be compatible with Maryland 2 north of the bridge and with the proposed improvements to Maryland 2 south of the bridge. This project has received location/design approval, and is expected to start construction in early 1980. The South River Bridge project, in conjunction with this proposed action, would serve the present and anticipated traffic needs of this route.

B. Natural Environment

1. Physical Resources

The dominate geologic units in the study area (over 65 percent) are the Lowland Deposits and Aquia Formation. These strata are sandy, relatively soft and only necessitate power equipment for excavation. For the most part, the soils reflect the stability and capability of these substrata; hence, they are suitable for most developmental purposes. Several soils in proximity to the southern terminus, however, have comparatively high erodibilities while a few other types may require artificial drainage to insure structural stability.

Groundwater appears to be abundant and of good quality. The shallow wells near the highway will receive special consideration to assure water quality protection. Special consideration such as diverting run off from well areas, avoiding these areas completely and monitoring of the use of types of fills would ensure water quality. If these considerations are not adequate wells would be replaced with drilled wells from a deeper water source.

2. Biological Resources

a. Vegetation

1. Terrestrial

Two recognized forest associations occur within the study area. An area to the north of the South River is within the Chestnut Oak-Post Oak-Blackjack Oak Association while the area south of the river is within the Willow-Oak Loblolly Pine Association.

Much of the area where construction is to occur has been altered from its original forest cover. Existing Maryland Route 2 is characterized by a number of residences and small businesses. Farming occurs near the southern terminus of the project area with the main crops being corn, grains, and soybeans.

b. Wildlife

Due to the close proximity of Maryland Route 2 and its associated developments, the wildlife found in the area are those species which are able over time to adapt themselves to many of man's activities. Thus, the eastern cottontail, grey squirrel, muskrat, opossum, raccoon, and various smaller mammals (mice, moles, voles, etc.) form a representative list of the most likely mammalian species to be found within the study area.

Wildlife benefiting most from the uplands surrounding the study area are bird species. Several game and numerous non-game species can be expected to occur here due to the availability of diverse habitats and good food sources. Some species which feed on the fruit of the shrub layer vegetation are: eastern bluebird, oriole, catbird, bluejay, cedar waxwing, red-headed wood-pecker, yellow-shafter flicker, cardinal, scarlet tanager and rufous sided towhee. Game species which benefit from the understory cover and close proximity to agricultural fields are bobwhite and mourning dove.

1. Endangered Species

No endangered or threatened species of either fauna or flora are presently known within the boundaries which have been set for this study.

c. Natural/Unique Areas

A continuing program of study initiated by the Maryland Department of Natural Resources Coastal Zone Managmeent Program has defined areas of significant ecological importance in Maryland. One of these areas occur within the boundaries set for this study.

1. Beards Creek

Beard's Creek is a lowland decidious forest of 508 acres. The upland wooded section of this area buffers the floodplain from the agricultural fields. Rolling topography and many trails characterize this deciduous woods. A large tidal marsh is at the headwaters of the Creek which is a tributary to South River. The extensive floodplain and upland forest provide valuable habitat for birds and other wildlife. The eastern most edge of this natural area is adjacent to Route 2 on the west and is near the southern terminus of the project.

In addition to the area of Beard's Creek, a pond located in the southwest quadrant of Maryland 214 and Maryland 2 intersection, also has valuable natural assets. It is located approximately 20-25 feet from the edge of the existing roadway.

1. The pond was constructed approximately thirty years ago with the cooperation of the Soil Conservation Service.

2. The pond helps to manage stormwater, but was not built for this purpose.

3. The owner encourages the use of the pond by wildlife.

4. The pond is used as an educational facility. The owner conducts tours for nearby schools.

Special features of the pond include a wooden foot bridge which crosses the pond and appears to be in very good condition, as well as the electrial lighting provided around the pond edge. Observed animal life included gold fish, swans, and frogs, and the natural look of well established plantings lend to the environmental setting.

d. Visual Resources

Characteristics of the Coastal Plain, the proposed project's landscape varies from gently rolling to flat with open farmland, commercial strip development, residential homes and large dense wooded areas.

South of the River again marinas dot the east and west of the bridge approaches with spotted areas of woods and open farmland. The road is enclosed on the east and west by strip development and residential housing.

From Pike Ridge Road south to the project terminis the area is enclosed by large dense wooded areas on the east with residential, commericial, wooded, and open farmland spotting the landscape to the west.

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e. Air Quality

The project corridor is located within the Metropolitan Baltimore Intrastate Air Quality Control Region, a Priority I Region for particulate, sulfer oxides, nitrogen oxides, carbon monoxide and photochemical oxidants. The Maryland Bureau of Air Quality and Noise Control operates an air monitoring station at St. Johns College in Annapolis, Maryland, approximately six miles north of the project area where particulate, nitrogen oxides, and sulfer oxide samples are collected. The State Highway Administration conducted a short term carbon monoxide monitoring program at Crownsville, Maryland, approximately ten miles northwest of the project area. The data from the two monitoring sites indicates that no violations of the Ambient Air Quality Standards for the pollutants measured are currently being experienced.

f. Noise

Ambient L_{10} noise levels are in the range of 59-70dBA at sensitive receptors. The ambient noise environment along Maryland 2 is dominated by traffic noise and occasional flyover from Lee Airport.

g. Historic and Archeological Sites

A preliminary archeological reconnaissance was made of the project area which revealed three prehistoric localities, however, all of the sites are outside the right of way area, both existing and proposedand will not be impacted.

No known historic sites or properties are in the project area. Please refer to the letter from the State Historic Preservation Office on Page 39.

II. NEED

A. Project Purpose

The purpose of this project is to eliminate congestion and delays and to improve the safety for drivers that use Maryland Route 2.

1. Deficiencies of the Existing Facility

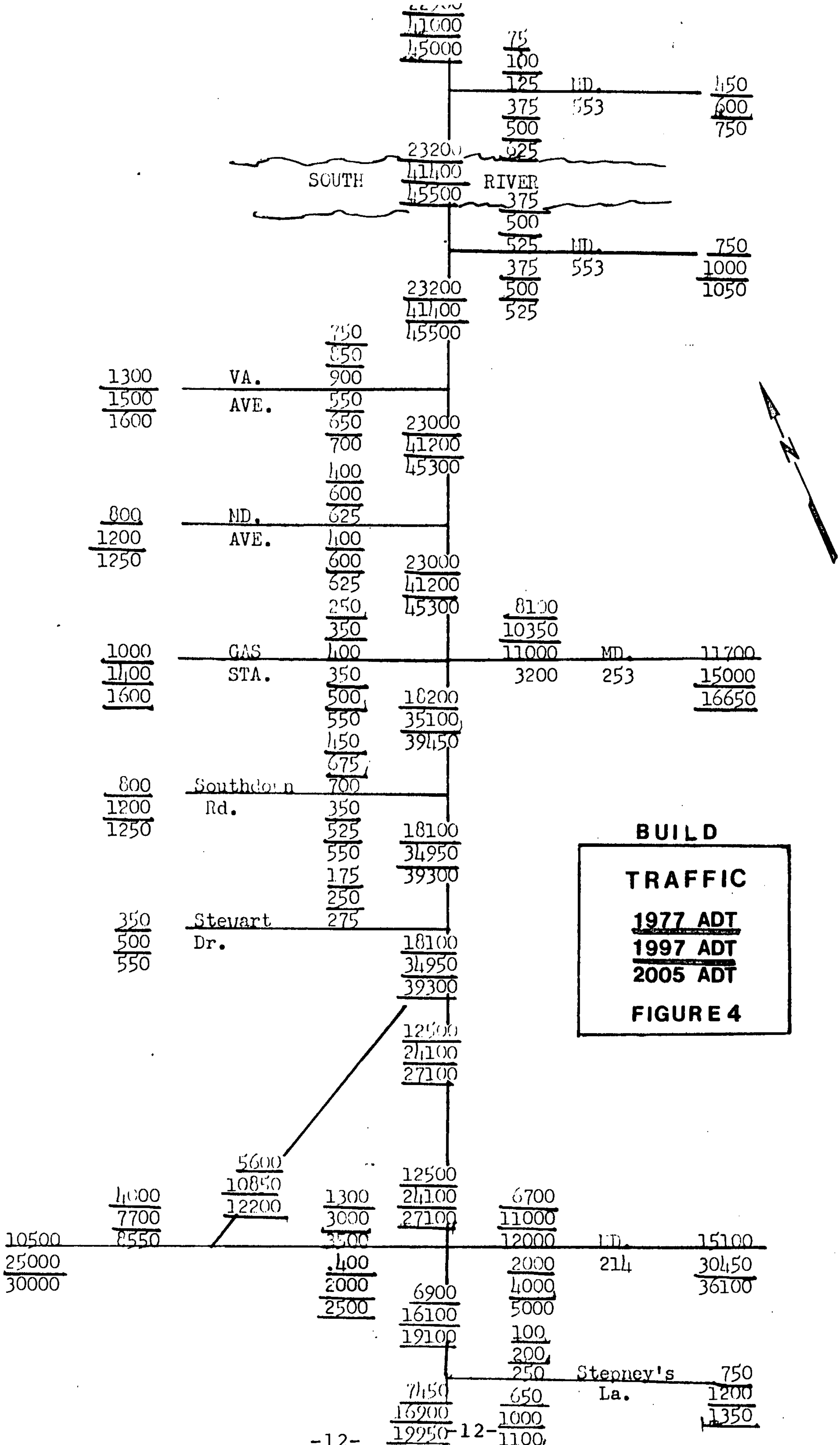
Maryland Route 2, in the study area, consists of a two-lane road; 24 feet wide with 10 foot shoulders, having free right of access. The road has become inadequate for existing and future traffic needs. With the increase of residential and recreational uses on the western shores of the Chesapeake Bay, along Maryland Route 214 and Maryland Route 468, a rapid rise in population has occurred. Maryland Route 2 serves as the primary route to Annapolis and U.S. 50 areas for these residents. The Average Daily Traffic (ADT) for 1977 was 23,000 with a projected increase to 45,500 ADT for 2005 (Figure 4 and 5).

Emergency vehicles use this route to medical facilities in Annapolis. In a one year period, from 1975-1976 over two-thousand (2,000) emergency vehicles used Route 2 for access to medical destinations north of the project area.

Another concern is the high accident rate experience which was three times higher than the state-wide average for similar design highways in 1976. With no improvements to this facility, the accident rate is expected to rise with the increase of traffic. Contributing to these high accident rates are several inadequate intersections and the present two-lane facility that serves the numerous businesses along the road.

B. Traffic Characteristics

Solomons Island Road, Maryland Route 2, is a primary state route. It is a controlled access, four-lane divided highway from U.S. Route 50/301 southward to a point 2300 feet north of the South River Bridge. From this point southward, Maryland 2 is an uncontrolled access, two-lane highway including the South River Bridge. The 1972 ADT across the bridge was approxmately 16,400 vehicles with 1977's ADT being 23,000. This increased traffic has caused a reduction in the level of service to "E" (at capacity, unstable flow with stoppages) during peak traffic periods. For the build alternates the ADT is estimated to reach 45,500 by 2005, while the No-Build would increase to 26,500. The proposed build


41000
45000
75
100
125
MD.
553
450
600
750
375
500
625
23200
41400
45500
SOUTH
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375
500
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MD.
553
750
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1050
375
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8100
10350
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GAS
STA.
1000
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39450
450
675
700
Southdown
Rd.
800
1200
1250
350
525
550
18100
34950
39300
175
250
275
Stewart
Dr.
350
500
550
18100
34950
39300
BUILD
TRAFFIC
1977 ADT
1997 ADT
2005 ADT
FIGURE 4
24100
27100
5600
10850
12200
4000
7700
8550
1300
3000
3500
12500
24100
27100
6700
11000
12000
10500
25000
30000
MD.
214
15100
30450
36100
400
2000
2500
6900
16100
19100
2000
4000
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100
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Stepney's
La.
750
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16900
19250
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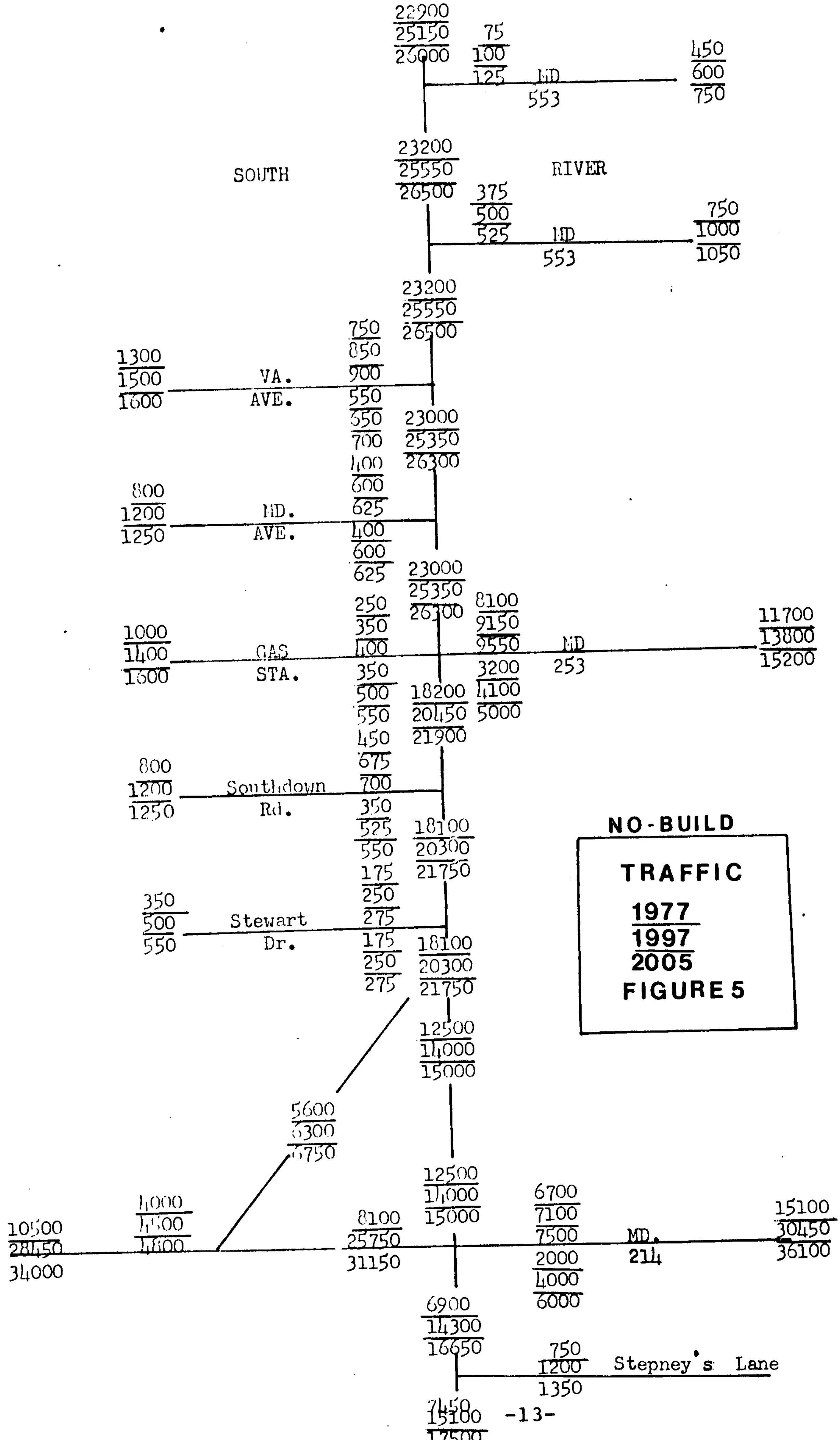

NO-BUILD

TRAFFIC

1977
1997
2005

FIGURE 5

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alternates would provide for the anticipated traffic of the region while the No-Build would only provide for a part of the regional traffic and cause use of alternate routes by this traffic.

Anticipating delays and congestion, some traffic is already using an alternate route. This route via Riva road, a two-lane County facility, is approximately a 3 mile longer route. This road is the primary access road to the County's Government Industrial Park, which houses County offices. At present, this road experiences peak hour delays in traffic.

C. Accident Statistics

In order to assess the relative safety of this, or any other facility, an accident rate, based on the frequency of accidents and the total vehicle miles travelled, is computed and compared against known statewide averages for similar facilities. This section of Maryland 2 experienced an average accident rate of 771.00 accidents per 100 million vehicle miles of travel (acc/100MVM). This rate is well above the statewide average for all similar design highways now under State maintenance of 328.67 acc/100MVM. The accident cost to the motoring and general public, resulting from these accidents is estimated at $4,142,000/100 MVM.

Contributing to the high accident rate and motor vehicle accident cost are several intersections which have been identified, as inadequate for the traffic volumes.

Maryland 2 at Maryland 214
Maryland 2 at Pike Ridge Road (Md. 214A)
Maryland 2 at Maryland 253 (Mayo Road)
Maryland 2 at Maryland Avenue

In addition to the large number of total accidents reported on this facility, fatal injury accidents occur proportionately higher than would normally be expected for a facility of this design.

D. Historical Background

A Project Initiation Public Meeting was held on May 25, 1977. The purpose of that meeting was to acquaint those in attendance with the proposal to improve the South River Bridge and Maryland 2, to outline the study process and to solicit comments relative to the preliminary study phase of the highway and bridge improvements. The consensus of opinions received as a result of the meeting was that a new high level fixed bridge over the South River is an

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immediate need, with improvements to Maryland Route 2, also needed.

An Alternates Public Meeting was held on February 23, 1978 to discuss alternates chosen for detailed study. Again, the public response was favorable, and the immediate need for improvements to the South River Bridge was stressed.

Following this meeting, the improvement to the South River Bridge (Section I) and its approaches was separated from this study (Section II) in order to expedite the project. The Section I improvement then proceeded on a separate schedule, and the Public Hearing was held on June 29, 1978.

An Alternates Public Meeting was held for Section II on April 2, 1979 at Central Middle School. The general consensus recognized the need for proposed capacity and safety improvements to Maryland 2. Some citizen concerns expressed were: necessity of coordinating construction with the South River Bridge Project; questioned why the previous proposed five (5) lane street section was no longer being studied; importance of crossovers and need for adequate access to businesses and continued progress on both projects (the bridge and highway improvements).

Reasons given for ending studies of the five (5) lane continuous center turn lane alternate, referred to as Alternate "A" in previous studies, were:

-The South River Bridge and Maryland Route 2 north of this project to U.S. 50 are planned as ultimate six (6) lane facilities as traffic warrants;

-With the construction of five (5) lane roadway, future highway improvements would be difficult due to lack of right of way and additional commercial development adjacent to the highway;

-Alternate "A" could not safely handle future traffic volumes at an acceptable level of sevice;

-Previous experience indicates that five (5) lane facilities with similar traffic volumes show a high rate of head-on and rear-end collisions.

In recognition of the expected population growth in this area, the County Planning and Zoning Office supports the concept of providing a highway capable of being upgraded to six lanes in the future. Early in the study process the County recommended providing for construction of an ultimate non-divided seven (7) lane continuous center left turn lane highway. After a brief study of this concept it was dropped since similar to the non-divided five (5) lane concept, this type highway does not provide adequate protection for left turning and cross traffic. In fact, the potential for accidents when crossing the highway are greater since more traffic lanes must be crossed without the protection afforded by a median. Also, in order to provide for adequate drainage and future sidewalks, this type highway requires similar right of way width as a divided highway, and expensive major drainage system adjustments would be required at such time as the highway is ultimately widened to seven (7) lanes.

Following the Alternates Public Meeting, and as a result of that meeting and contacts with the State Aviation Administration, Alternates B-1 and B-2 were revised as follows:

-The Jug Handle connection proposed as part of Alternate B-1 for the Mayo Road/Maryland Avenue - Maryland Route 2 intersection was dropped due to impacts to Lee Airport and an oil storage/delivery business.

-The new connection to Pike Ridge Road proposed under Alternate B-1 was dropped due to lack of support, the large amount of right of way required, and opposition voiced by the County and the public.

-The Alternate B-2 Maryland Avenue connected to Maryland Route 2 opposite Mayo Road was dropped due to the same conflicts noted above for the Alternate B-1 Jug Handle connection at this location.

-The more compact Pike Ridge Road connection proposed under Alternate B-2 will now also apply for Alternate B-1.

-A new Maryland Avenue connection to Maryland Route 2 that does not impact a gas station/oil business and reduces existing Maryland Avenue/Lee Airport conflicts was developed and is applicable to both Alternates B-1 and B-2.

-An additional median crossover will be provided for both Alternates B-1 and B-2 approximately 1,500 feet south of the Maryland Route 214 intersection.

These changes are described in more detail in Section III, "Description of Alternates".

III. DESCRIPTION OF ALTERNATES

Three Alternates designated B-1, B-2, and the No-Build were considered and evaluated in the Draft Negative Declaration. Also, early in the preliminary studies an Alternate identified as "A" was considered and eliminated. A description of each alternate is:

A. Selected Alternate (Alternate B-2)

Alternate B-2 was described in the Draft Negative Declaration as a four (4) lane divided highway with curbing and grading for future sidewalks on the outside, and separated by a 54 foot median on the inside. This alternate requires a minimum 134 foot right of way. It was also indicated that at such time as traffic increases warrant, two additional lanes could be constructed in the median thereby reducing the median width to 30 feet. However, in the interest of safety and cost effectiveness, it has now been decided to recommend construction of the ultimate six (6) lane typical section initially with the outside (curb) lanes being striped for use as shoulders and acceleration-deceleration lanes (Figure 6).

Conventional median cross-overs and left turn storage lanes would be provided at major intersections and at other convenient locations meeting spacing requirements. Median cross-overs would be provided approximately 1,500' south of Maryland Route 214, at Maryland Route 214 (Central Avenue), Pike Ridge Road (Maryland Route 214 A), Southdown Road, Maryland Route 253 (Mayo Road), and mid-way between Mayo Road and Virginia Avenue. Also in response to recommendations received from the County and local residents, two additional median cross-overs would be provided (Figure 7). These would be located between Maryland Route 214 and Pike Ridge Road, and between Southdown Road and Mayo Road. Exact locations of these two additional cross-overs will be determined during the design phase.

Other improvements proposed under Alternate B-2 are dual left turn lanes at the Maryland Route 214 and Mayo Road intersections to provide for the high volume which is from southbound Maryland Route 2 to eastbound Maryland Route 214 and eastbound Maryland Route 253 (Mayo Road). Also, a new right angle connection at Pike Ridge Road and a new connection to Maryland Avenue that ties into Maryland Route 2, approximately halfway between the Virginia Avenue and Mayo Road intersections would be provided. This proposed new connection would reduce existing Maryland Route 2 traffic conflicts at Maryland Route 253 (Mayo Road) and Maryland Avenue.

The total area of right of way required for Alternate B-2 would be approximately 17.3 acres including the purchase of 4 commercial establishments (one of which is currently abandoned and one that

PROPOSED TYPICAL SECTION

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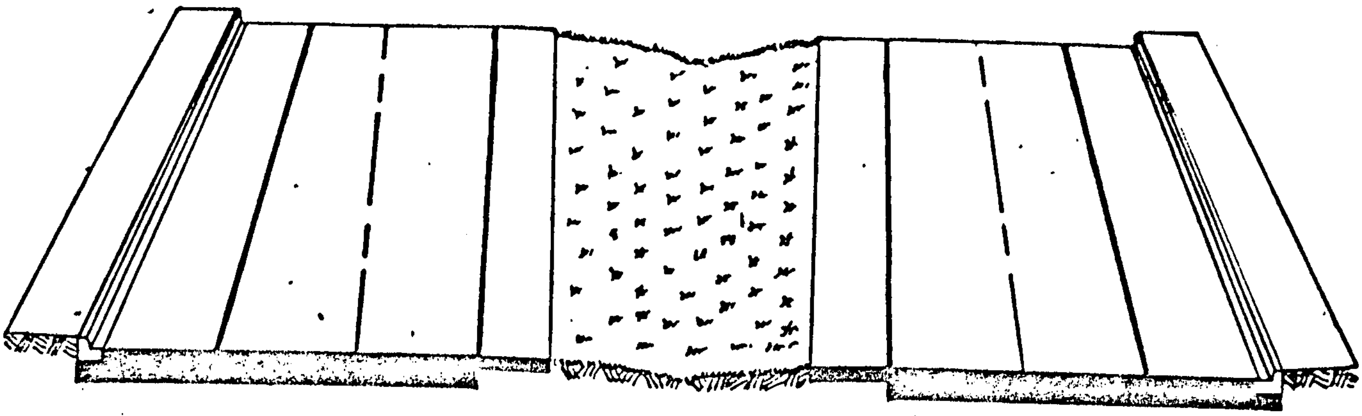

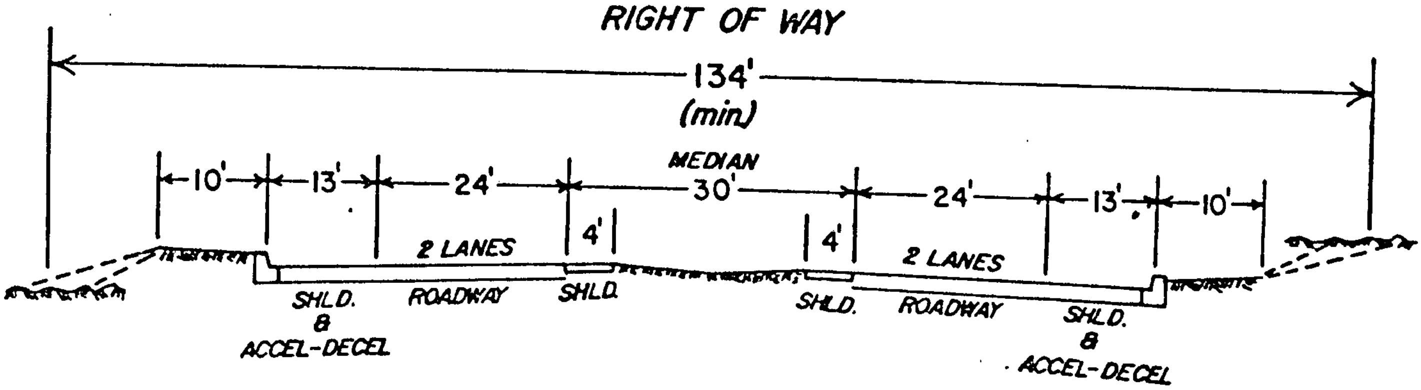

NOTE: *THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.*

SELECTED ALTERNATE
'B-2'

FIG 6

NOT TO SCALE

Map

provide for dual left turn lanes at the Mayo Road and Maryland Route 214 intersections, the minimum right of way width required at these two locations would expand to 102 feet. New connections to Pike Ridge Road and to Maryland Avenue would be similar to these proposed for Alternate B-1 and B-2.

Reasons for Elimination:

a. Detailed studies indicated that this alternate could not handle future traffic volumes at a desirable level of service.

b. Experience with this type facility in areas with similar traffic and commercial development show a high accident rate.

c. This type highway cannot be upgraded at a later date to handle increased traffic volumes without major reconstruction and severe impacts to adjoining improvements.

d. The new South River Bridge and existing Maryland Route 2 north to Parole are capable of being upgraded to six lane facilities.

e. This alternate would desplace the same number of businesses as Alternates B-1 and B-2.

D. Engineering Factors and Costs

The selected alternate has been designed in accordance with the standards referred to and recommended in "Geometric Design Standards for Highways Other than Freeways" by the American Association of State Highway and Transportation Officials. This project has been designed to safely accommodate a proposed posted speed of 40 mph. The improved roadway will continue the same uncontrolled access, as present.

The estimated construction and right of way costs for each alternate are shown in the following table:

ALTERNATE	CONSTRUCTION	RIGHT OF WAY	TOTAL $
B-1	5,951,000(1) 6,095,000(2)	2,978,000	8,929,000(1) 9,073,000(2)
B-2 (selected alternate)	6,204,000(1) 6,500,000(2)	3,231,000	9,435,000 9,731,000
No-build	*	0	*

(1) 4 lane highway
(2) 6 lane highway
*Normal maintenance only.

IV. BASIS FOR NEGATIVE DECLARATION

Based on the environmental studies for the project, it has been determined that this action would not have a significant impact upon the human or natural environment.

The project would not have a significant effect on the ecology, water quality, or air quality of the area. No endangered or threatened species of either flora or fauna are known to inhabit the study area. No minorities would be affected by this project. Four commercial improvements and four businesses would be displaced, two (2) of which are expected to relocate and continue operation. There would be no effect to any known historic or archeological resources.

This project is consistent with the plans and goals of Anne Arundel County, and the Regional Planning Council, as stated in their General Development Plans and will benefit the area as a whole by reducing congestion, delays, and increasing traffic safety.

V. SOCIAL ECONOMIC AND ENVIRONMENTAL FACTORS

A. Socio-Economic

1. Selected Alternate (B-2)

This alternate would satisfy the existing and anticipated traffic demands of the region. The character of the study area adjacent to the roadway is composed primarily of strip commercial uses. As a result of the commercial activities, more daily crossovers would occur and traffic controlled crossovers would provide safer service. The 30 foot median width would allow adequate storage protection when turning from Route 2 and provide more protection for cross traffic at intersections, for the high volume of business oriented traffic.

The acquisition of four (4) commercial improvements, one being abandoned, and partial right of way takes from 50 properties totalling 17.3 acres would occur. Four businesses would be displaced, employing a total of 18 persons. Two gas stations employing a total of 10 persons are not expected to relocate; however, the two other businesses probably would relocate and continue operation. This alternate reduces the number of gas stations between the South River Bridge and Maryland 214 from the present four (4) to two (2). However, the remaining gas stations are located on opposite sides of the road and, as such, would serve both north and southbound traffic. A summary of the Relocation Assistance Program of the State Highway Administration of Maryland is in the Appendix.

Although median breaks would be limited to placed crossovers, safer access to businesses would result due to the wider median width. This should enhance the partronage at businesses along Maryland 2 by allowing safer entrances and exists at the establishments, as well as not having time delays due to the present congestion. Businesses that depend solely on transient trade may be affected by the inconvenience to customers from having to turn only at crossover areas that might not be immediately adjacent to a business; however, this should be minimal. Dual left turning movements at Maryland 214 and at Mayo Road would eliminate congestion at these busy intersections. This alternate is consistent with the County's and Regional Planning Council's General Development Plan.

B. Title VI Statement

"It is the policy of the Maryland State Highway Administration to insure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, religion, national origin, physical or mental handicap in all State Highway program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right of way or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration be given to the social, economic, and environmental effects of all highway projects. Alledged discrimination actions should be addressed to the State Highway Administration for investigation".

C. Physical Resources

1. Geology and Soils

All of the geologic formations are relatively soft and can be excavated with power equipment. Most of the project's soils reflect the stability and capability of these strata.

2. Groundwater

Existing wells near the right of way are relatively shallow. The site's soils should filter and assimilate pollutants associated with highway runoff before they enter nearby wells.

3. Surface Water

There would be no effect to surface water or floodplain areas. Likewise there are no wetlands in the project location.

D. Biological Resources

The terrestrial wildlife which inhabit the area are those which are commonly termed urban wildlife. These are animals which have adapted to man's activities and in some cases, depend upon them. The construction of the selected alternate,(B-2).

should have a minimal impact on those species which are to be found within this section of the study area.

One other impact of facilities such as the proposed project is the potential for animal-vehicle kills with domestic animals, although urban wildlife can also be affected. This impact is expected to be minimal for this project.

E. Sites of Unique or Natural Significance

A determination has been made that no areas of natural significance (as defined by Maryland Coastal Zone Management) will be affected by this project. While the natural environmental inventory defined such an area, Beards Creek, as occurring within the boundaries set for preliminary environmental analysis, subsequent alignment drawings show that no acreage will be taken that would jeopardize the integrity of this area or upset the functions which it now performs. There would be no effect to any wetlands.

F. Air Quality

To evaluate the impact of the proposed project on ambient air quality, an analysis was made of the microscale carbon monoxide concentrations adjacent to Maryland Route 2 and adjacent to the intersection of Maryland Route 2 and Maryland Route 214. These concentrations were then compared to the State and Federal Ambient Air Quality Standards for carbon monoxide to determine the consistency of the project with the State Implementation Plan.

The analysis concluded that the project is consistent with the SIP as no violations of the Ambient Air Quality Standards are predicted to occur in the vicinity of the project. (See Table 3).

The background carbon monoxide concentrations used in this analysis are based on monitoring conducted on the property of the Crownsville State Hospital in Crownsville Maryland, located five miles northwest of the project area.

Monitoring was conducted from January to March, 1976 using a Beckman Model 865 Non-Dispersive Infrared analyzer, following the air quality assurance guidelines published by the U.S. Environmental Protection Agency. Wind speed and direction were measured using a Climet Instruments CI-25 Wind Recording System.

The maximum one-hour average recorded was 3.4 mg/m^3, the maximum eight-hour average was 2.9mg/m^3 (these maximums occurring on February 4, 1976). These concentrations were then adjusted to 1985 and 2005 levels utilizing the rollback technique and assuming a 2% growth rate. The results are shown below:

Carbon Monoxide

mg/m^3

	One Hour	Eight Hour
1976	3.4	2.9
1985	1.4	1.2
2005	1.4	1.2

The emission factors used in this analysis are based on the most recent (March, 1978) version of AP-42 and are derived utilizing the Environmental Protection Agency MOBILE 1 computer program. The program was modified to include the light-duty vehicle age distribution and mileage accrual specific to the project area while national default values were used for the remaining vehicle types. The assumptions used in deriving these factors are as follows:

a. The Federal Motor Vehicle Control Program will proceed as specified in the Clean Air Act Amendments of August, 1977.

b. It was assumed Inspection-Maintenance would be in effect in 1981.

c. It was assumed all vehicles are in the hot-stabilized mode.

d. A worst-case temperature of 0 degrees F. was used.

e. Assumptions regarding use of catalyst, control of truck emissions, and deterioration are those inherent in the MOBILE 1 program.

A complete description of the analysis and its results is contained in the technical, Air Quality Analysis which is available from the Maryland State Highway Administration.

G. Noise Analysis

1. Noise Sensitive Area Descriptions

A total of nine (9) separate sensitive areas were identified in the study area. Each sensitive area's location is shown in Figure 7. Table 4 which follows, gives a brief description of each sensitive area.

Table 3

Carbon Monoxide Concentrations*

mg/m^3

Alternate B-1

Receptor Number	Distance From Edge of Road (Feet)	1985		2005	
		One-Hour	Eight-Hour	One-Hour	Eight-Hour
1	14 ROW	5.4	3.4	3.9	2.6
2	25	5.0	3.1	3.6	2.4
3	50	4.2	2.7	3.1	2.1
4	100	3.0	2.1	2.4	1.7
5	150	2.1	1.6	1.8	1.4
6	200	1.6	1.3	1.5	1.3

Alternate B-2

Receptor Number	Distance From Edge of Road (Feet)	1985		2005	
		One-Hour	Eight-Hour	One-Hour	Eight-Hour
1	14 ROW	5.2	3.3	3.8	2.5
2	25	4.7	3.0	3.4	2.3
3	50	4.0	2.6	3.0	2.1
4	100	2.8	2.0	2.3	1.7
5	150	2.0	1.5	1.8	1.4
6	200	1.6	1.3	1.5	1.3

No Build Alternate

Receptor Number	Distance From Edge of Road (Feet)	1985		2005	
		One-Hour	Eight-Hour	One-Hour	Eight-Hour
1	11 ROW	7.5	4.5	4.9	3.1
2	14 ROW	7.3	4.4	4.8	3.0
3	25	6.6	4.0	4.3	2.8
4	50	5.4	3.4	3.7	2.4
5	100	4.0	2.6	2.9	2.0
6	150	2.8	2.0	2.2	1.6
7	200	1.8	1.4	1.4	1.2

TABLE 4
NOISE SENSITIVE AREAS

Noise Sensitive Area	Description
1	Two (2) single story, single family, brick and frame residences located on west side of Maryland 2, south of Maryland 214 with access to Maryland 2.
2	Two (2) single story, single family, frame residences located north of Maryland 214 on west side of Maryland 2 with access to Stewart Lane.
3	Two (2) single story, single family, frame residences located on west side of Maryland 2, north and south of Puddington Road with access to Puddington Road.
4	Vacant (as of July, 1979) parcel of land plated for future residential subdivision located along west side of Maryland 2 between Puddington Road and Pike Ridge Road.
5	Three (3) single family, one and two story frame residences located along east side of Maryland 2 in vicinity of Stewart Drive with access drives to Maryland 2.
6	One (1) two story, single family, frame residence located west of Maryland 2 at Southdown and Hazelwood Roads with access to Hazelwood Road.
7	One (1) single family, single story, frame residence located on east side of Maryland 2 with access drive to same.
8	Two (2) single story, single family, frame residences located on east side of Maryland 2 with access to same.
9	One (1) two story, single family, frame residence located on east side of Maryland 2 north of Maryland Avenue with access drive to Maryland 2.

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2. Ambient Noise Level Measurements

A field measurement program was conducted utilizing the latest methods of environmental noise analysis. Two methods were used to determine ambient levels, both of which are statistical in nature. The methods are described in the project Noise Analysis report prepared by the State Highway Administration.

The ambient noise measurement program was conducted on weekdays between the hours of 10:30 a.m. and 3:00 p.m. The duration of each noise level measurement was ten minutes. Study of rush hour conditions (4-6 p.m.) showed a definite trend towards increased noise levels during this period. The results are presented in Table 5.

TABLE 5
AMBIENT NOISE LEVEL MEASUREMENTS
MARYLAND ROUTE 2
MEASUREMENT DATES*: JULY 3, 1979

Noise Sensitive Area	Time of Measurement	Ambient L_{10}
1	4:20 p.m.	64dBA
2	4:40 p.m.	71dBA
3	4:55 p.m.	66dBA
4	5:10 p.m.	64dBA
5	5:45 p.m.	65dBA
6	5:30 p.m.	59dBA
7	5:55 p.m.	66dBA
8	5:55 p.m.	66dBA
9	4:00 p.m.	61dBA

*Measurements of non-rush hour conditions were conducted June 21 and 26, 1979. Noise levels on these dates were found to be 1-4 dBA lower than rush hour conditions, in all cases. Thus, only rush hour noise measurements will be used in this report (to show the "worst case" encountered).

3. Noise Impacts

Noise impacts, in general, will be miminal from this project. A total of nine (9) noise sensitive areas are affected by the (Figure 7) project. Design noise levels will not be exceeded and no significant or severe increases in noise levels would occur.

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Under the Selected Alternate B-2, one (1) positive impact (NSA 2) and seven (7) negligible increases (5dBA or less) would result for NSA's 1, 3, 4, 5, 7, 8, and 9. These result from relocation of the roadway farther away from the sensitive areas. One (1) area (NSA 6) shows minor impact from the road being relocated close than the existing road.

Table 6, attached, shows the ambient noise levels and predicted design year levels of the selected alternate.

Since no violations of design criteria would be realized and no significant or severe impacts would occur, no noise abatement is planned for this project.

4. Design Noise Level Criteria

The design noise levels are being determined in accordance with the Federal Highway Administration, FHPM 7-7-3, which establihes maximum noise levels for various land uses (Table 7).

These levels are expressed in terms of an L_{10} noise level, which describes a noise level that is exceeded for 10% of a given time period.

All ambient and predicted levels in this report are L_{10} exterior noise levels unless other-wise noted.

TABLE 6

PROJECT NOISE LEVELS

Maryland Route 2
(Section II)

NSA	DESCRIPTION	AMBIENT L_{10}	DESIGN YEAR (2005) L_{10}		
			No-Build Alt.	Alt. B-1	Alt. B-2
1	Residential	64dBA	66dBA	65dBA	65dBA
2	"	71dBA	68dBA	68dBA	68dBA
3	"	66dBA	67dBA	68dBA	68dBA
4	Future Residential	64dBA	62dBA	65dBA	65dBA
5	Residential	65dBA	69dBA	70dBA	70dBA
6	"	59dBA	61dBA	65dBA	65dBA
7	"	66dBA	67dBA	69dBA	69dBA
8	"	66dBA	67dBA	70dBA	70dBA
9	"	61dBA	61dBA	65dBA	65dBA

TABLE 7
DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIP

NOISE LEVEL	ACTIVITY CATEGORY
L_{10} 60dBA Leq 57dBA	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. For example, such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
L_{10} 70dBA Leq 67dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, playgrounds, active sports area, and parks.
L_{10} 75dBA Leq 72dBA	Developed lands, properties, or activities not included in above categories.
Unlimited	Undeveloped lands
L_{10} 55dBA Interior	Public meeting rooms, schools, churches, libraries, hospitals, and other such public buildings.

H. Historic and Archeological Resources

There would be no effect to any historic or archeological sites or properties. Please refer to the letter from the State Historic Preservation Officer on page 39.

VI. COMMENTS AND COORDINATION

PUBLIC HEARING COMMENTS

The Combined Location/Design Public Hearing was held on September 20, 1979 at the Central Middle School. Two (2) alternates (Alternate B-1 and B-2) and the No-Build alternate were presented for the proposed improvement of Maryland Route 2.

The substantive comments made at the Hearing are summarized below and where applicable a response to the comment is provided. Complete comments are available for review in the Public Hearing Transcript which is available at the State Highway Administration.

Nine (9) citizens made formal presentations at the Hearing and five (5) pieces of mail (see pages 42-46) were received pertaining to the alternates presented at the Hearing.

COMMENT:

All noted that they favored improving Maryland Route 2, and most supported Alternate B-2 but requested that additional cross-overs be provided. Four specifically requested that a cross-over be provided between Mayo Road and Southdown Road.

RESPONSE:

As discussed in the Description of Alternates, (see page 17) and in response to recommendations received from the County and local residents, two (2) additional median cross-overs would be provided. These would be located between Maryland Route 214 and Pike Ridge Road, and between Southdown Road and Mayo Road.

COMMENT:

One speaker at the Hearing noted support for the five lane non-divided highway and questioned why this alternate had been abandoned.

RESPONSE:

The reasons for the elimination of Alternate A, the non-divided five lane highway is presented in Section II D (see page 15) and Section III C (see page 20) of this document.

COMMENT:

One citizen questioned the need for a wide median divided highway.

RESPONSE:

As indicated in the discussion of previous alternates considered (see page 20) a wide median divided highway is required to provide adequate protection for cross traffic and turning vehicles. A median only a few feet wide is better than none; each additional foot provides an added increment of safety and improved operation.

PUBLIC HEARING COMMENTS (Cont'd.)

COMMENT:

Three spoke in favor of a divided highway (Alternate B) and opposed the five lane non-divided (Alternate A) concept.

ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

1978 MAR 8 AM 10 06

STATE HIGHWAY ADMINISTRATION PROJECT PLANNING

OFFICE OF PLANNING AND ZONING

March 2, 1978

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration, MDOT
P. O. Box 717/300 West Preston Street
Baltimore, MD 21203

Re: Maryland Route 2 and South River Bridge, Your Letter of February 8, 1978

Dear Mr. Camponeschi:

The improvement of Maryland Route 2, from Central Avenue to the end of the existing four lane section near Gingerville, including a new high level bridge over the South River, is consistent with adopted and proposed County General Plans. In fact, this project is considered to be our first priority need in the Primary System.

Our latest estimates of potential growth in the South Planning Area (See Population Map attached) indicate a 62% population increase by 1995, from a 1977 population of 28,109 to a 1995 population of 45,646. It would, therefore, be prudent to provide the capability of building six lanes in the future. However, we do not understand why you cannot ultimately build six lanes with a center turning lane within the ninety foot right-of-way, as in alternate "A", since six lanes would require 72 feet and the center turning lane could vary from 12 to 16 feet.* This would, of course, occupy the right-of-way. In some cases, new developers should be required to add this third auxiliary lane in the interim.

We noted that neither alternates 2 nor 3 are the same as the existing divided road (with 16' median). It would seem reasonable to consider the extension of the existing road section as one of the design alternates rather than the wide median widths proposed. The design of the road should vary from a divided type to the five lane non-divided type, depending upon the adjacent land uses and demands for turning movements. We realize that the divided highway is safer but we should also consider the public need to have access to the local business establishments along the road, and the impact on all properties in the corridor. The character of the area suggests that a high speed highway would not be appropriate and would be unnecessarily expensive since most of the traffic is locally oriented.**

We would like to review your sketch plans with you to make more detailed comments regarding appropriate road designs and access points along the corridor at your earliest convenience.

The proposed General Development Plan is now being presented to the County Council and public hearings will be heard in March. We do not anticipate any amendments that would affect the need for this project or its compatability with the Plan.

Sincerely yours,

Florence Beck Kurdle

Florence Beck Kurdle
Planning and Zoning Officer

FBK/RD/jls

* Refer to Page 16

** Refer to Page 23

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13387
201 WEST PRESTON STREET
BALTIMORE, MARYLAND 21203
PHONE • 301-383-3245

CHARLES R. BUCK, JR., Sc.D.
SECRETARY

Max Eisenberg, Ph. D.
Acting Director

July 30, 1979

Mr. Andy Brooks
Bureau of Landscape Architecture
2323 West Joppa Road
Brooklandville, Maryland 21022

Dear Andy,

RE: Air Quality Analysis, Maryland
Route 2

We have reviewed the Air Quality Analysis prepared for the above subject project and have found that it is consistent with the Programs' plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,

William K. Bonta, Chief
Division of Program Planning & Analysis
Air Quality Programs

WKB:fes

RECEIVED
AUG 1 1979
C. R. ANDERSON

46

Maryland Historical Trust

March 29, 1979

ADMINISTRATION
PROJECT PLANNING

Mr. Eugene T. Camponeschi, Chief
Bureau of Project Planning
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21203

Re: Contract No. AA-169-101-570
Maryland Route 2 (South River Bridge) north of Maryland 214 to existing divided highway north of South River Bridge

Dear Mr. Camponeschi:

Following a review of the data compiled to date, it appears that proposed construction will have no effect on known historical or archeological sites in the vicinity of the subject project.

Sincerely,

J. Rodney Little
State Historic Preservation Officer

JRL/Kan

cc: M.Ballard
P.Kurtze

Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301)269-2212, 269-2438
Department of Economic and Community Development

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ANNE ARUNDEL COUNTY, MARYLAND

987-4010

FIRE DEPARTMENT HEADQUARTERS
P.O. BOX 276
MILLERSVILLE, MARYLAND 21108

July 5, 1977

Mr. George W. Grandy, Jr.
Project Manager
Maryland Department of Transportation
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Grandy:

In response to your letter of June 15, 1977 concerning the South River Bridge, I offer you the following movements and weights of vehicles crossing the bridge in a one year period.

Engine Company

Woodland Beach - Engine 2 - going to areas north of bridge - 20
30,000 lbs.

West Annapolis - Engine 40 - going to areas south of bridge - 98
30,000 lbs.

Ambulance Company

West Annapolis - Ambulance 40 - going to areas south of bridge - 72
10,000 lbs.

Woodland Beach - Ambulance 2 - going to areas north of bridge - 847
10,000 lbs.

Riva - Ambulance 3 - going to areas north of bridge - 31
10,000 lbs.

7th District Rescue - Ambulance 24 - going to areas north of bridge 306
10,000 lbs.

Deale - Ambulance 42 - going to areas north of bridge - 436
10,000 lbs.

Paramedic one - going to areas north of bridge - 200
6,000 lbs.

Burton W Phelps

Burton W. Phelps
Division Chief

BWP/slc

112
49

Giorgio's
ITALIAN RESTAURANT

2973 Solomons Island Rd., Edgewater, Md. 21037 • (301) 798-5731

September 19, 1979

Mr. James J. O'Donnell
Secretary
Department of Transportation
P.O. Box 8755
Baltimore Washington Int. Airport, Maryland 21240

Dear Mr. Secretary,

The position of business in the matter of Md. Rt. 2 improvements in the South River area seems to have been downgraded by the State Highway Administration. In your letter to Dr. Barnett of August 9, 1979 you wrote that Alternate A, while more convenient for business would create problems for business patrons.

I would like to note that an inability to get to local businesses would also "create problems for business patrons."

Mr. George Grandy in his letter to Mr. Riley of April 9, 1979, says:

"With reference to comments received to date favoring Alternates A or B, generally those living in communities located directly off Maryland Route 2, favor Alternate B. Businesses located along this section of Maryland Route 2 generally favor Alternate A since they fear loss of trade if customers are not provided convenient access (no need to travel to cross-overs and/or make 'U' turns."

Mr. Grandy is absolutely correct. We do fear the loss of trade. But the impact on the community and its businesses goes much deeper than that.

The particular area involved is the only major business district from Prince Frederick to Parole. Anne Arundel County, in fact, has made a conscious effort to have this area develop commercially. The fact that half-a-dozen financial institutions and two major supermarket chains are expanding in the area is proof of its commercial nature.

The people of the South County need such a commercial area — and they need access to it. Putting in a dividing median without easy access on Rt. 2 is like putting a barricade down the middle of West Street extended. You take away convenience and you take away freedom of choice.

Providing median cross-overs at "major intersections" is too unspecified an answer. What is "major?" As in the case of Giorgio's and the South River Medical Center, where the county demanded a 60 foot right-of-way between the two properties for a future road, is that a "major intersection?"

The Crossovers currently planned under Alternate B1 are totally unacceptable. Those planned under B2 respond only partially to the needs of the area. In the case of the property including our restaurant, Giorgio's, the South River Medical Center, and First Federal Savings & Loan, we feel a crossover closer to our area is necessary. Within the parameters of a B2 type road, I'm sure you could get two crossovers between Virginia Avenue and Mayo Road. Therefore, I would formally like to request such crossovers, making one available soon after the bridge ends and the other to connect to Maryland Avenue further down than across from Tasty-Freeze.*

Since the area in question has been consolidated as a regional retail district, great care must be taken before limiting its access. Adding crossovers would help alleviate the problem.

Thank you for your consideration.

Sincerely,

Ralph W. Crosby

Ralph W. Crosby
President

*Refer to Page 17

116
51
George Grundy

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. AA 169-101-570
Maryland Route 2 from south of
Maryland Route 214 (Central Avenue)
to South of Virginia Avenue

Combined Location - Design Public Hearing
Thursday, September 20, 1979, 7:30 p.m.

Central Middle School

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Roland A. and Fannie M. Hayman

ADDRESS 3105 Solomons Island Rd.,

Edgewater, Md. ZIP CODE 21037

COUNTY Anne Arundel DATE: 9/21/79

I/We wish to comment or inquire about the following aspects of this project.

We own Parcel 251 Map page 55, also described as 3105 Solomons Island Rd. Edgewater, from which we operate Hayman's Crab House. We would like to recommend a Median cross-over between proposed Giant Shopping Center and Country Store. If all the traffic from shopping center plus traffic wanting to make a left turn to get to a place of business on other side of Rt. #2 would cause a lot of traffic congestion. If another Median cross-over was added I feel it would divide the traffic congestion in this area.*

*Refer to Page 17

Roland Hayman
Fanny M Hayman

E.D.M. 9/27/79

☐ I am currently on the Mailing List.

☑ Add my name to the Mailing List.

SHA 61.3-9-35
(Rev. 4/17/78)

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118
Grundy

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. AA 169-101-570
Maryland Route 2 from south of
Maryland Route 214 (Central Avenue)
to South of Virginia Avenue

Combined Location - Design Public Hearing
Thursday, September 20, 1979, 7:30 p.m.

Central Middle School

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Mamie E. Crump

ADDRESS P.O. Box 207

Edgewater, Md. ZIP CODE 21037

COUNTY Anne Arundel DATE: 9/21/79

I/We wish to comment or inquire about the following aspects of this project.

I own Parcels 249 & 250 Map Page 55, also described as 3099 & 3101 Solomons Island Rd., Edgewater, from which I operate Center Realty Co. I would like to recommend another Median cross-over between Mayo Rd. and Southdown Rd. I feel with the traffic from Giant Shopping Center and traffic wanting to get to businesses on other side of Rt. #2 or Solomons Island Rd. would cause a lot of congestion. with another median cross-over would relieve a lot of the congestion.*

PLEASE CONSIDER MY RECOMMENDATION !!!!!

*Refer to Page 17

Mamie E. Crump

EPM 9/27/79

[X] I am currently on the Mailing List.

[ ] Add my name to the Mailing List.

SHA 61.3-9-35
(Rev. 4/17/78)

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. AA 169-101-570
Maryland Route 2 from south of
Maryland Route 214 (Central Avenue)
to South of Virginia Avenue

Combined Location - Design Public Hearing
Thursday, September 20, 1979, 7:30 p.m.

Central Middle School

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME EUGENE W. CLOUD

ADDRESS 1266 TURKEY POINT ROAD

EDGEWATER, MD. ZIP CODE 21037

COUNTY A.A. DATE: 9/24/79

I/We wish to comment or inquire about the following aspects of this project.

I approve of the ultimate alternate B2. This seems to give us the saftest road. But it will need more cross overs. My property ~~adjoins~~ joins the Hayman craft house which is south of route 253 opposite the Lee airport. We need a cross over at least 750' south of route 253.*

I have a signed contract with Hardees for a fast food outlet on this property. This will add more traffic to the area. Please consider the extra cross over here

☐ I am currently on the Mailing List.

☑ Add my name to the Mailing List.

EDM 9/27/79

Eugene W. Cloud

SHA 61.3-9-35
(Rev. 4/17/78)

*Refer to Page 17

ED M. 54
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STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

Contract No. AA 169-101-570
Maryland Route 2 from south of
Maryland Route 214 (Central Avenue)
to South of Virginia Avenue

Combined Location - Design Public Hearing
Thursday, September 20, 1979, 7:30 p.m.

Central Middle School

In order to provide a method by which comments or inquiries of an involved or individual nature can be answered satisfactorily, please submit the following information:

PLEASE PRINT

NAME Thomas J. Riley

ADDRESS 1925 West St

Annapolis, Md. ZIP CODE 21401

COUNTY Anne Arundel DATE: 9-21-79

I/~~We~~ wish to comment or inquire about the following aspects of this project.

I live & have a business in Edgewater but my mailing address is as above.

Your hearing was excellent last nite. I want to cast my vote for ALT 3-2 with one modification. That is I feel that we need one (1) additional turn-around & that should be about ½ way between Mayo Rd stop light & Southdown Shores Rd.* I think you'll be able to meet ~~get~~ the 750' requirement. ~~meet the~~. Again, very well thought out plan — I am very impressed with your efforts — shame can't say the same for other Gov't agencies.

☐ I am currently on the Mailing List.

☒ Add my name to the Mailing List.

SHA 61.3-9-35
(Rev. 4/17/78)

*Refer to Page 17

VII. APPENDIX

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (P.L. 91-646) and/or the Annotated Code of Maryland, Article 21, Section 12-201 through 12-209. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided for include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are $15,000 for owner-occupants and $4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe, and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms, and non-profit organizations. Actual moving costs for displaced residences include actual moving costs up to 50 miles or a schedule moving cost payment up to $500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and two estimates of the cost must be obtained. The owner may be paid the amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate for an amount not to exceed the difference between the cost of the replacement and the amount that could be realized from the sale of the personal property.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to recive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be re-established, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the re-established business, the payment will be the lesser of the difference between the depreciated value of the item in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property, the owner is entitled to receive the reasonable expenses of the sale and the estimated cost of moving the item. In this case, the business should arrange to have the personal property removed from the premises.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to $500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed $10 per hour.

In lieu of the payments described above, the owner of a displaced business is eligible to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than $2,500 nor more than $10,000. In order to be entitled to this payment, the State mujst determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State, with approval of the Federal Highway Administration, may use another two-year period that would be more representative. Average annual net earings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, but for twelve consecutive months during the two taxable years prior to the taxable year in which it is required to relocate, the owner of the business is eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that a displaced farm may be paid a minimum of $2,500 to a maximum of $10,000 based upon the net income of the farm, provided that the farm cannot be established in the area or cannot operate as an economic unit. A non-profit organization is eligible to receive "in lieu of " actual moving cost payments, in the amount of $2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future.

In the event adequate replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies will be completed by the State Highway Administration and approved by the Federal Highway Administration before "housing as a last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

(1) An improved property can be purchased or leased.
(2) Dwelling units can be rehabilitated and purchased or leased.
(3) New dwelling units can be constructed.
(4) State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling that is within his financial means.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any person, or proceed with any construction project until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfatorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.

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The Enviromental Assessment Form, which is included in the following pages, was developed in response to the requirements of the Maryland Environmental Policy Act of 1974. This report is to be prepared for all state actions and registered with the Maryland State Clearinghouse through the Maryland Department of Transportation.

The form provides a rather comprehensive summary of the areas of environmental concern. The items that are noted as having comments attached are discussed within the text of the Negative Declaration. Footnote references are provided for the convenience of the reader.

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ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

The following questions should be answered by placing a check in the appropriate column(s). If desirable, the "comments attached" column can be checked by itself or in combination with an answer of "yes" or "no" to provide additional information or to overcome an affirmative presumption.

In answering the questions, the significant beneficial and adverse, short and long term effects of the proposed action, on-site and off-site during construction and operation should be considered.

All questions should be answered as if the agency is subject to the same requirements as a private person requesting a license or permit from the State or Federal Government.

	Yes	No	Comments Attached
A. Land Use Considerations			
1. Will the action be within the 100 year flood plain?		X	
2. Will the action require a permit for construction or alteration within the 50 year flood plain?		X	
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?		X	
4. Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?		X	
5. Will the action occur on slopes exceeding 15%?		X	
6. Will the action require a grading plan or a sediment control permit?	X		
7. Will the action require a mining permit for deep or surface mining?		X	
8. Will the action require a permit for drilling a gas or oil well?		X	
9. Will the action require a permit for airport construction?		X	
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?		X	

	Yes	No	Comments Attached
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?		X	
12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?		X	
13. Will the action affect the use of an archaeological or historical site or structure?		X	

B. Water Use Considerations

	Yes	No	Comments Attached
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?		X	
15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?		X	
16. Will the action change the over-land flow of storm water or reduce the absorption capacity of the ground?		X	
17. Will the action require a permit for the drilling of a water well?		X	
18. Will the action require a permit for water appropriation?		X	
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?		X	
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?		X	
21. Will the action result in any discharge into surface or sub-surface water?		X	

	Yes	No	Comments Attached
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	___	X	___

C. Air Use Considerations

	Yes	No	Comments Attached
23. Will the action result in any discharge into the air?	X	___	p 25
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	___	X	___
25. Will the action generate additional noise which differs in character or level from present conditions?	X	___	p. 29
26. Will the action preclude future use of related air space?	___	X	___
27. Will the action generate any radiological, electrical, magnetic, or light influences?	___	X	___

D. Plants and Animals

	Yes	No	Comments Attached
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	___	X	___
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	___	X	___
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	___	X	___

E. Socio-Economic

	Yes	No	Comments Attached
31. Will the action result in a preemption or division of properties or impair their economic use?	X	___	p. 23

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		Yes	No	Comments Attached
32.	Will the action cause relocation of activities, structures or result in a change in the population density or distribution?	X		p. 23
33.	Will the action alter land values?		X	
34.	Will the action affect traffic flow and volume?	X		p. 23
35.	Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?		X	
36.	Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?		X	
37.	Is the action in accord with federal, state, regional and local comprehensive or functional plans--including zoning?	X		p. 22
38.	Will the action affect the employment opportunities for persons in the area?		X	
39.	Will the action affect the ability of the area to attract new sources of tax revenue?		X	
40.	Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?		X	
41.	Will the action affect the ability of the area to attract tourism?		X	

F. Other Considerations

		Yes	No	Comments Attached
42.	Could the action endanger the public health, safety or welfare?		X	
43.	Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?		X	

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	Yes	No	Comments Attached
44. Will the action be of statewide significance?		X	
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare or environment?		X	
46. Will the action require additional power generation or transmission capacity?		X	

G. Conclusion

	Yes	No	Comments Attached
47. This agency will develop a complete environmental effects report on the proposed action.		X	*

* A Negative Declaration will be prepared for this Project.

DH/dh