

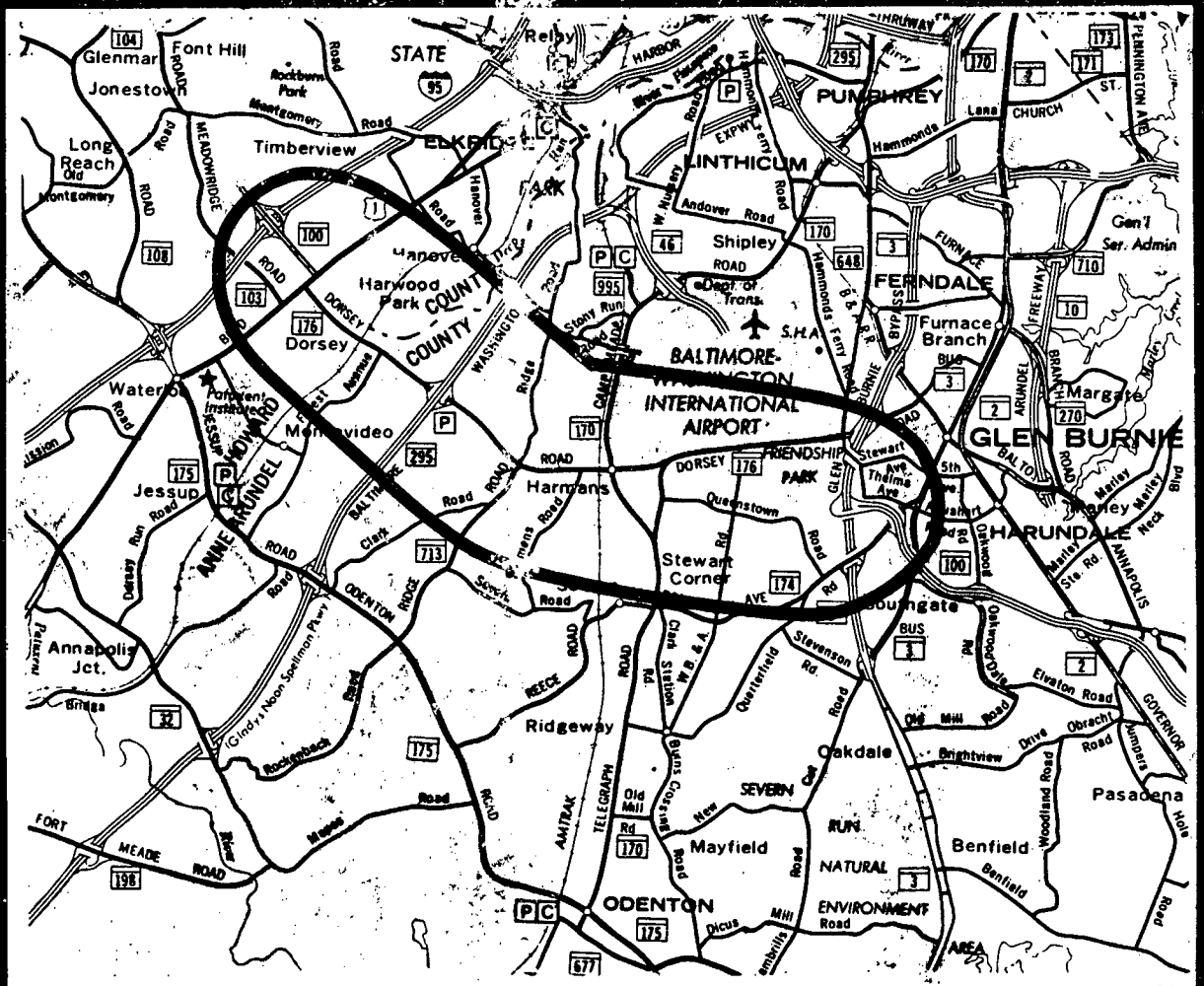
FINAL ENVIRONMENTAL IMPACT STATEMENT

SECTION (4) f EVALUATION

CONTRACT NO. AA 682-101-570

MARYLAND ROUTE 100
















INTERSTATE ROUTE 95 TO MARYLAND ROUTE 3 (I-97)
ANNE ARUNDEL AND HOWARD COUNTIES









prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

LEGEND



	POSSIBLE ROADWAY CONNECTION
	PROPOSED STRUCTURE
	PROPOSED ROADWAY
	PROPOSED RIGHT OF WAY (APPROX.)
	EXISTING RIGHT OF WAY OR PROPERTY LINE
	CUL-DE-SAC
	STATE ROUTE
	U. S. HIGHWAY
	INTERSTATE HIGHWAY
	INDICATES PROPERTY TO BE ACQUIRED
	RESIDENCE
	BUSINESS
	CHURCH
	OTHER
	AIR RECEPTOR/NOISE SENSITIVE AREA

SPECIAL PROPERTIES

	PARK BOUNDARY
	DEPARTMENT OF NATURAL RESOURCES FORESTRY BOUNDARY
	HISTORIC BOUNDARY
	B.W.I. AIRPORT BOUNDARY
	100-YEAR FLOOD PLAIN BOUNDARY
	WETLANDS BOUNDARY

MARYLAND ROUTE 100 FROM TO MARYLAND ROUTE 3 (I-97)	
<h2>PLAN LEGEND</h2>	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
DATE: MAY, 1986	FIGURE: II-L

LEGEND

- DRAINAGE AREA DIVIDES
-  WETLANDS
-  LIMITS OF 100 YEAR-FLOODPLAINS
- * COUNTY WATER SUPPLY WELLS
- AIR QUALITY SAMPLING STATION

INDUSTRIAL PARKS

- IND. 1 FRIENDSHIP AIRPARK
- IND. 2 BWI COMMERCE PARK
- IND. 3 BALTIMORE COMMONS BUSINESS PARK
- IND. 4 AIRPORT INDUSTRIAL PARK
- IND. 5 PARKWAY INDUSTRIAL CENTER I
- IND. 6 PARKWAY INDUSTRIAL CENTER II
- IND. 7 TELEGRAPH INDUSTRIAL PARK
- IND. 8 ROUTE 100 INDUSTRIAL PARK
- IND. 9 ELKRIDGE INDUSTRIAL PARK
- IND. 10 HARWOOD INDUSTRIAL PARK
- IND. 11 CROOKDALE INDUSTRIAL PARK
- IND. 12 DORSEY BUSINESS CENTER

CHURCHES

- CH-1 METROPOLITAN UNITED METHODIST
- CH-2 WESLEY GROVE UNITED METHODIST
- CH-3 ST. MARKS UNITED METHODIST
- CH-4 CALVARY CHAPEL
- CH-5 ASSEMBLY OF GOD
- CH-6 EMMANUEL UNITED METHODIST
- CH-7 HARWOOD PARK UNITED METHODIST
- CH-8 ROSE OF SHARON BAPTIST
- CH-9 TRINITY EPISCOPAL
- CH-10 MT. PILGRIM BAPTIST
- CH-11 FELLOWSHIP PENTECOSTAL

SCHOOLS

- S-1 WATERLOO MIDDLE SCHOOL
- S-2 HARMONS ELEM. SCHOOL
- S-3 SEVERN ELEM. SCHOOL
- S-4 QUARTERFIELD ELEMENTARY SCHOOL
- S-5 NORTH ARUNDEL VOC. TECH.

PARKS AND RECREATION CENTERS

- R-1 FRIENDSHIP PARK
- R-2 QUEENSTOWN PARK
- R-3 SEVERN DANZA PARK
- R-4 HARMONS PARK
- R-5 JESSUP AND DORSEY PARK
- R-6 PATAPSCO VALLEY STATE PARK

* HISTORIC SITES
(SEE TABLE III D)



NORTH

Deep Run

TIMBERVIEW

MARSHALEE ESTATES

CAPITOL MOBILE PARK

DARTMOOR

TRAILER PARK

95

CH-7

IND-9

TROYHILL NATURAL ENVIRONMENT AREA

166

100

IND-8

MEADOWRIDGE

MEMORIAL PARK

WESLEY GROVE

IND-12

DORSEY RACEWAY

WASHINGTON MANOR PARK

103

CH-8

176

DORSEY

CH-6

WASHINGTON MANOR PARK

CH-9

IND-11

LENNOX PARK

176

WATERLOO MIDDLE SCH

S-1

957

Deep Run

Dorsey Run

166

ALADDIN VILLAGE

357

PATUXENT INSTITUTE

REHABILITATION CENTER

COUNTY

COUNTY

MONTVIDEO

R-5

CEDARS

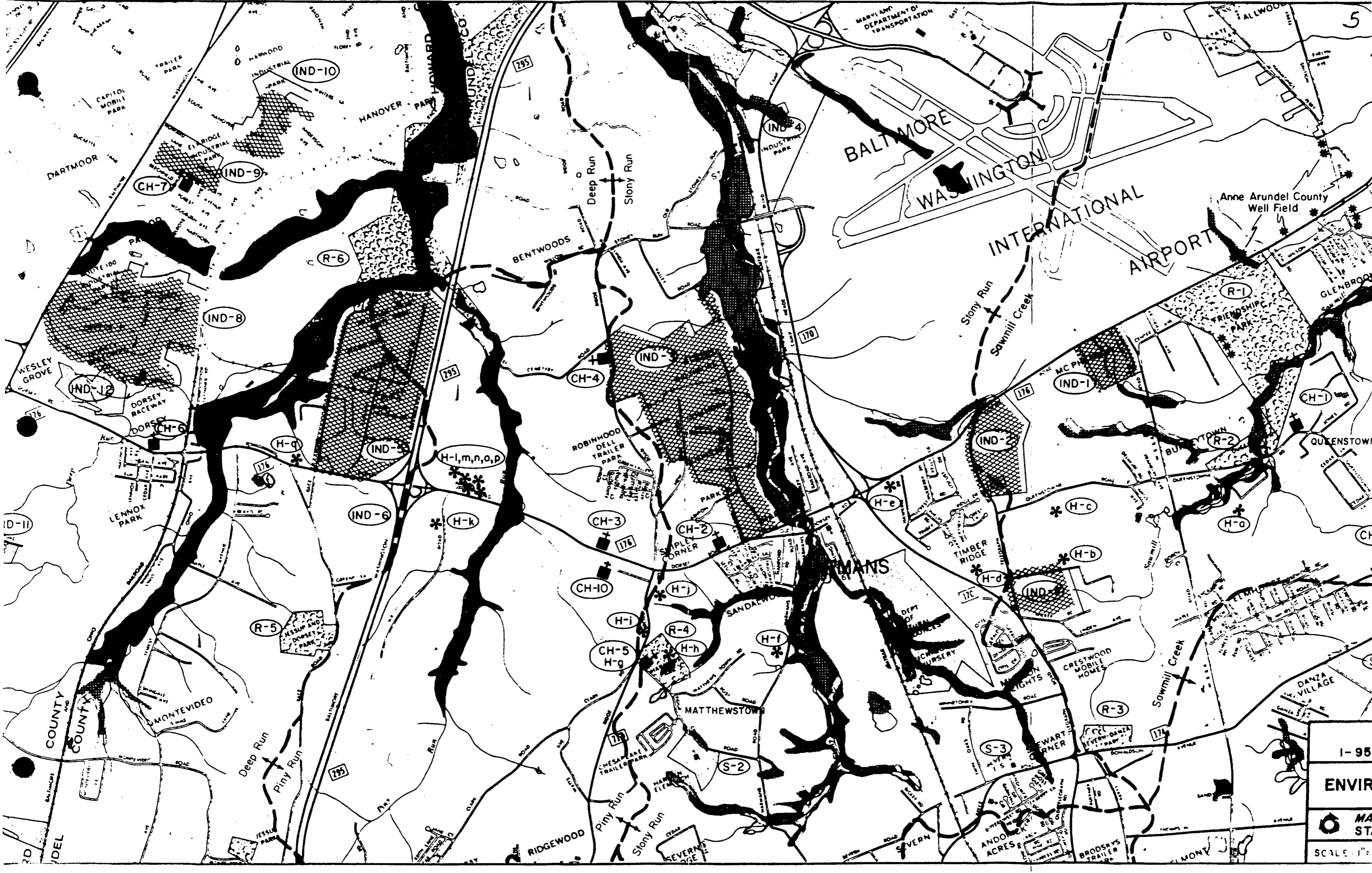
WATERLOO

MARYLAND

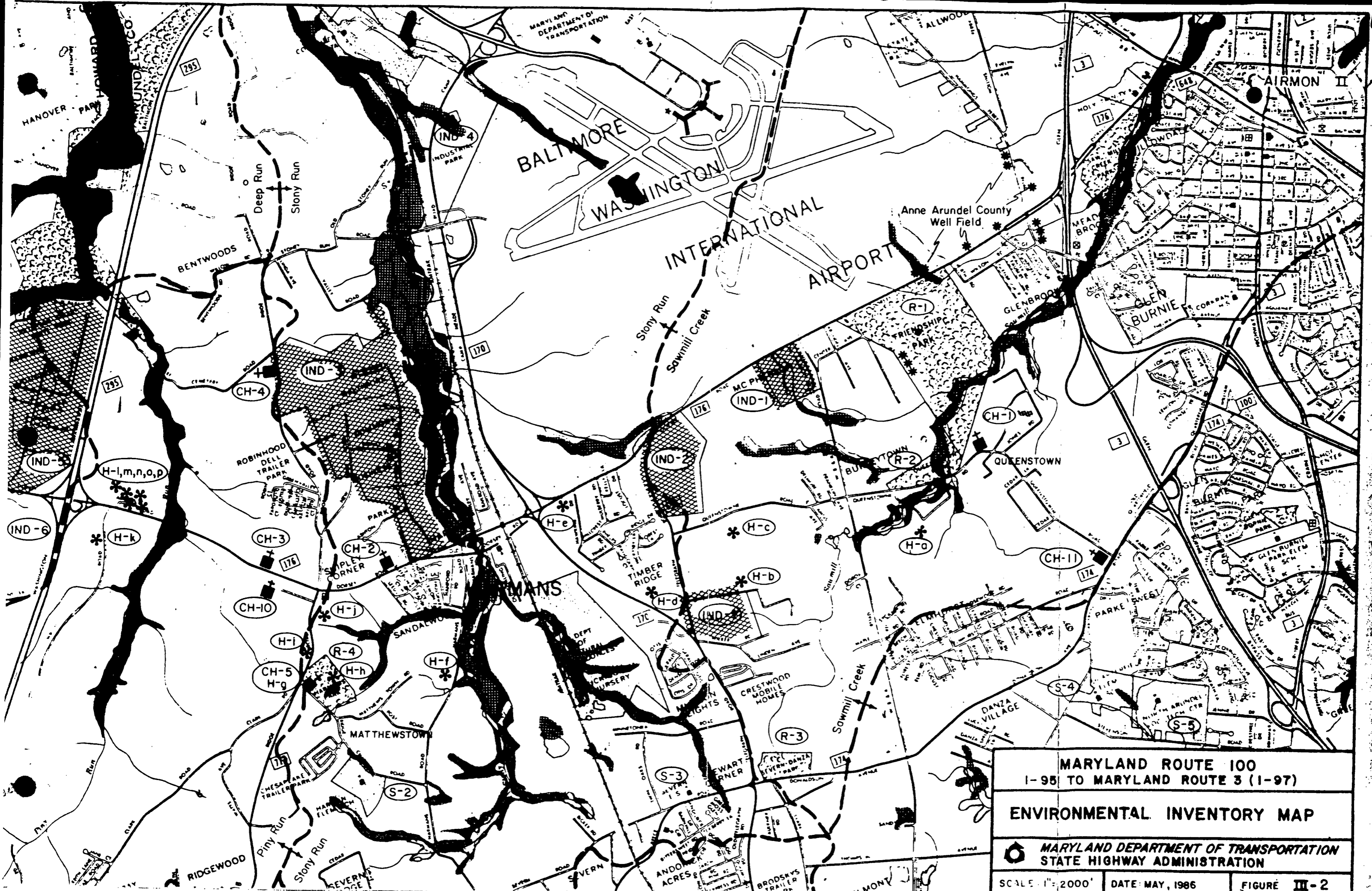
WHOLESALE

Deep Run

JESSIE PARK



1-95
ENVIR
MA
ST.
SCALE 1" = 1/2 MILE



MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ENVIRONMENTAL INVENTORY MAP
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 SCALE: 1" = 2000' DATE: MAY, 1986 FIGURE III-2



**Maryland Department of Transportation
State Highway Administration**

January 18, 1988

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division

ATTN: Mr. Lee Carrigan
Project Manager

FROM: Cynthia D. Simpson, Chief *CD*
Environmental Management

SUBJECT: Environmental Considerations/Compliance Checklists
Contract No. AA 682-101-570
FAP No. AF 162-1
Maryland Route 100
Maryland Route 3 (Interstate Route 97)
to Interstate Route 95
PDMS No. 022007

Attached are the completed Environmental Considerations and Compliance Checklists for the subject project. Key environmental points found in the Final Environmental Impact Statement are summarized in these forms. Location Approval was received from the Federal Highway Administration on January 12, 1988.

To ensure follow-through on project commitments, both sets of checklists should be attached to the formal transmittal conveying the project from this Division to the Bureau of Highway Design.

The Compliance Checklist delineates those environmental commitments which are a condition of Location Approval. Should any changes be made, an environmental reevaluation must be requested. Proposed changes should be submitted to Environmental Management, Project Development Division, for review.

The Consideration Checklist identifies all environmental concerns relevant to the project and highlights those environmental factors which may require additional study. The rationale for a decision to reject a consideration should be submitted to the Chief, Environmental Management, Project Development Division.

My telephone number is (301) 333-1177

8

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE CHECKLIST**

CONTRACT NO. AA 682-101-570

FEIS APPROVED: 10-27-87

PROJECT: Maryland Route 100

FONSI APPROVED: _____

TERMINI: I-95 to MD 3 (I-97)

LOCATION APPROVAL: 1/88

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE #	DATE IMPLEMENTED	COMMENTS**
RELOCATION	22 residences 10 of the residential relocations are minority relocations and (see addl'n comments)	FEIS pg.iii iv, IV-2,3, 5-7,21-22	Phase IV	Bureau of Relocation Assistance 333-1670		
HISTORIC SITES	No adverse effect for Shipley House conditional on landscaping plans (see addl'n comments)	FEIS pg.V IV-91, IV-115-7, VI-40,378,389 Draft Memo of Agreement	Phase IV	Bureau of Landscape Architecture 321-3521 Bureau of Hwy. Design 333-1370		Additional mitigation may be required pending approval of Smith Farm MOA
ARCHEOLOGIC SITES	Phase II archeology at sites 18AN596 18AN580 and 18AN579	FEIS pg.vi III-58, IV-92	Phase IV	Environmental Management 333-1184		Phase II completed Phase III required at 18AN579 and 18AN596. Publication of arch findings may be required per MOA agreement w/ACHP
PARKS	Landscape fill slopes through Friendship Park ROW required from Friendship Park will (see addl'n comments)	FEIS pg.IV-108,9 VI-47	Phase V	Bureau of Landscape Arch. 321-3521 Bureau of Acq. Activities 333-1635		
PLANNING	If geodetic control survey monuments are disturbed, the National Ocean Service must be notified 90 days in advance to see addl'n comments)	FEIS pg. VI-316,318	Phase IV	Highway Design 333-1370		See additional comments
WILDLIFE						

* COMPLIANCE WITH A COMMITMENT IS A CONDITION OF PROJECT APPROVAL. CHANGES ARE NOT IN ORDER EXCEPT UNDER EXTRAORDINARY, UNFORESEEN CIRCUMSTANCES. IF CHANGES ARE CONTEMPLATED FOR ANY REASON, THE CHIEF OF THE ENVIRONMENTAL EVALUATION SECTION SHOULD BE NOTIFIED IMMEDIATELY.

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE CHECKLIST**

ENVIRON- MENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE #	DATE IMPLEMENTED	COMMENTS**
VEGETATION	Visual screening through landscaping & privacy fencing where feasible in the vicinity of residential areas. Existing vegetation	FEIS pg. IV-59	Phase IV	Bureau of Landscape Architecture 321-3521		
WATER	STRUCTURE	FEIS pgs. IV-47, IV-48, VI-296, IV-108, VI-311	Phase V	Hwy. Design 333-1370		Any culverts required will be placed 1 ft. below invert elevation of stream (see add'l'n comments)
	DNR PERMIT	FEIS pgs. vi, IV-48	Phase IV	Hwy. Design 333-1370		Waterway construction permit will be needed. (see add'l'n comments)
	404 PERMIT	FEIS pgs. vi, IV-47, 53	Phase IV	Hwy. Design 333-1370		Army Corps permit will be required.
	COAST GUARD PERMIT					
	Groundwater	FEIS pg. IV-46	Phase V	Hwy. Design 333-1370		Hydrogeologic (see add'l'n comments)
FLOODPLAIN	Structures will limit upstream flood level increases and approximate (see add'l'n comments)	FEIS pg. IV-46, 48	Phase V	Hwy. Design 333-1370		
WETLANDS	56.9 acres of non-tidal wetlands will be impacted. All unavoidable wetland losses will be (see add'l'n comments)	FEIS pg. IV-52, 53	Phase IV	Bureau of Landscape Architecture 321-3521		
COASTAL ZONE MANAGEMENT.						
AIR						

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL COMPLIANCE CHECKLIST**

ENVIRONMENTAL FACTOR	MITIGATION COMMITMENT	SOURCE OF COMMITMENT	WHEN SCHEDULED	BUREAU TO CONTACT/ PHONE #	DATE IMPLEMENTED	COMMENTS**
NOISE	10 sites exceed Federal noise abatement criteria or increase by 10dBA or more above ambient levels.	FEIS pgs. IV-85,86	Phase IV	Bureau of Landscape Architecture 321-3521		A barrier is considered at only one site-NSA 28. The barrier would be constructed under the I-97 project.
SOILS	During project design, detailed SCS Soil Surveys will be utilized	FEIS pg. IV-42 VI-322	Phase IV	Hwy. Design 333-1370		

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Relocations
Mitigation Commitment - 7 are owner-occupied & 3 are tenant-occupied. 7 Businesses would be relocated - 3 owner occupied and 4 tenant occupied. 1 Business is a farm operation. Relocation Assistance personnel will meet with each displaced persons to ascertain their replacement housing needs prior to displacement. Relocation Assistance Informational meetings will be held to mitigate community disruption and serve individual needs. Special efforts will be examined including the use of Last Resort Housing to maintain, where possible, community ties. All relocations will be in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act." A reasonable lead time of 24 months is necessary to accomplish the required relocations. Provisions will be made to reduce the hardship on any handicapped or elderly displaced persons.

Historic Sites
Mitigation Commitment - Mitigation of impacts to Smith Farm property will include landscaping of fill slopes and screening of historical structures from the roadway. The landscaping plans will be reviewed by the Maryland Historical Trust (MHT), ACHP and property owner. New access roads will be provided for the land parcels on the east side of the Selected Alternate within the Smith Farm boundaries. Further coordination with affected property owners will continue in the design phase with final plans submitted to MHT, ACHP for review and comment. If Smith Farm historic boundaries are changed, further consult w/ACHP will be needed to revise mitigation measures.

Park (con't)
Mitigation Commitment - replaced on a 1:1 basis. A separate culvert will be installed approximately 200' west of Sawmill Creek culvert to provide access for equestrian/pedestrian users. This culvert will allow access across MD 100 to either side of Friendship Park.
Coordination will be continued with the A. A. County Department of Recreation and Parks concerning the proposed park along Sawmill Creek by A. A. County.
See water/DNR Permit for Buckingham Forest Tree Nursey commitment discussion.

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Environmental Compliance Checklist
Additional Comments

Water

DNR Permit - All streams are Class I streams and in-stream construction is prohibited from March 1 through June 15 inclusive. Stream areas must be stabilized and rip-rap placed at culvert inlets and outlets.
A Sediment and Erosion Control Plan and a stormwater Management Plan must be developed and submitted to the Department of Environment for approval. If Buckingham Forest Tree Nursery remains at its present location, then appropriate stormwater management and drainage techniques will be developed to ensure project will not result in exceedances of EPA's criteria for freshwater aquatic life and domestic water supply.

Structures - A separate culvert will be installed approximately 200' west of Sawmill Creek culvert to provide access for equestrian/pedestrian user. This culvert will allow access across Maryland Route 100 to either side of Friendship Park.

Alternates - See FEIS pgs II-12-14 - The Selected Alternate project design and location commitments are cited in the referenced pages.
- pg. VI-368: Bridge over B&O RR tracks will be designed to accommodate the potential expansion of O'Conner Road.

Further coordination with Howard County Department of Public Works will be undertaken to minimize impacts and ensure that the entrance to the proposed Troy Hill Business Park is compatible with the relocated road.

Environmental Compliance Checklist
Comments (continued)

Vegetation (con't)

Mitigation Commitment - will be preserved and protected whenever possible.

Planning

Mitigation Commitment - plan for monument relocation.

Water - Mitigation Commitment

Groundwater - studies will be conducted to determine project groundwater impacts. If changes to quantity or quality of well water occur replacement wells or compensation will be provided. A copy of the hydrogeologic study will be submitted to EPA for review.

Structure - During Final Design, a detailed hydrologic & hydraulic study will be prepared to determine appropriate structure sizes for each floodplain and stream crossing. Copies of the studies and construction plans will be provided to EPA, WRA for review.

Wetlands

Mitigation Commitment - enhanced, reconstructed or replaced. Mitigation measures for wetland impacts will be coordinated with DNR, EPA, and USFWS.

Floodplain - existing down stream flow rates. Detailed hydrologic and hydraulic studies will be prepared.

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Mr. Louis H. Ege, Jr.
January 18, 1988
Page 2

Hydrogeologic studies will be conducted to determine project groundwater impacts. If changes to groundwater quantity or quality occur, replacement wells or compensation will be provided.

CDS:BG:cd

Attachments (2)

cc: Mr. Emil Elinsky (w/attach-Compliance Checklist only)
Mr. Paul Wettlaufer (w/attach)
Mr. Charles Adams (w/attach)
Mr. Wes Glass (w/attach)

**BUREAU OF PROJECT PLANNING
ENVIRONMENTAL CONSIDERATIONS***

CONTRACT NO. AA 682-101-570
 PROJECT: Maryland Route 100
 MANAGER: Mr. Lee Carrigan
 ALTERNATE(S): 3 B Modified
 PROGRAM STATUS: _____

DEIS/FEIS APPROVED: 5-5-86/10-27-87
 EA/FONSI APPROVED: _____
 D4(f)/F4(f) APPROVED: _____
 LOCATION APPROVAL: 1/88
 RE-EVALUATION DATE: _____

FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/COORDINATION**
RELOCATION <u>22</u> DWELLINGS <u>7</u> BUSINESSES <u>1</u> FARMS	FEIS pg. iii-iv, IV-2,5-6,21	Every reasonable measure to maintain neighborhood continuity will be considered for minority displacements special efforts will be (see add'n comments)	See Compliance Checklist additional comments
HISTORIC SITES <u>2</u> NATIONAL REGISTER ELIGIBLE ___ INVENTORY	FEIS pg IV-91	Landscaping to be provided for Shipley House and Smith Farm	See Compliance Checklist
ARCHEOLOGICAL SITES <u>2</u> IDENTIFIED ___ POSSIBLE	FEIS pg. IV-92	Phase III required at sites 18AN579 and 18AN596	See Compliance Checklist
PARKS <u>1</u> PUBLIC ___ PRIVATE	FEIS pg IV-108,9		See Compliance Checklist
PLANNING	FEIS pg. IV-29-30	Efforts are to be made to replace the existing park & ride lot at Dorsey Rd/Wright Road intersection with a 150 lot P & R and to replace the informal P & R lot at the terminus of existing	See Compliance Checklist
WILDLIFE	FEIS pg. IV-56	EB MD 100 west There are no known federally listed threatened or endangered species in study area.	

* AN ENVIRONMENTAL CONSIDERATION MUST BE EXAMINED AND A DECISION MADE TO ACCEPT OR REJECT. RATIONALE FOR THE DECISION SHOULD BE PRESENTED TO THE CHIEF, ENVIRONMENTAL EVALUATION SECTION.

BUREAU OF PROJECT PLANNING
ENVIRONMENTAL CONSIDERATIONS*

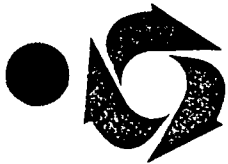
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FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION**
VEGETATION	FEIS pg. IV-56,59	Consideration is being given to relocating the entire Buckingham Nursery Operators. Existing vegetation will be preserved and protected where possible.	See Compliance Checklist
WATER <u>I</u> CLASS <u>X</u> STRUCTURE <u>X</u> STREAM CROSSING <u>X</u> PERMIT (DNR, 404, COAST GUARD)	FEIS pgs. vi, IV-44-46,48,56,108 VI-296	Stormwater Management Plans and Sediment and Erosion Control Plan must be submitted to the Department of the Environment. Seven (7) new stream crossing will be required and no stream relocation will be required.	See Compliance Checklist
FLOODPLAIN	FEIS pg IV-46-48	28.5 acres will be impacted	See Compliance Checklist
WETLANDS <u>NT</u> TYPE <u>56.9</u> ACREAGE	FEIS pg. IV-52,53	56.9 acres of non-tidal wetlands will be impacted.	See Compliance Checklist
COASTAL ZONE MANAGEMENT (CZM)			
AIR	FEIS pg. IV-65	No violations of State/National Ambient Air Quality Standards.	

BUREAU OF PROJECT PLANNING
 ENVIRONMENTAL CONSIDERATIONS*

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FACTOR	LOCATION	MITIGATIVE FEATURE/REFERENCE	COMMENTS/ COORDINATION**
NOISE	FEIS pg. IV-85,86	A barrier for NSA28 is being considered under of the construction of I-97. (see addl'n comments)	See Compliance Checklist
SOILS	FEIS pg. iv,v,IV-42 VI-322	Sediment and Erosion Control will be incorporated. No prime farmland is required. Minor alignment shifts will be considered during design to minimize agricultural	See Compliance Checklist
ADDITIONAL COMMENTS**	<p>land impacts.</p> <p><u>Relocation</u> - examined including the use of Last Resort Housing to maintain, where possible, community ties.</p> <p><u>Planning</u> <u>Mitigative Features</u> - of US 1. (See FEIS reference for potential replacement site locations).</p> <p><u>Noise</u> - Where barriers are not considered reasonable or feasible, partial mitigation measures such as dense vegetation landscaping will be considered.</p>		



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 28, 1987

Contract No. AA 682-101-570
Maryland Route 100
from Interstate Route 95 to Interstate Route 97
PDMS No. 022007

FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) STATEMENT

Enclosed for your information and files is the approved Final Environmental Impact Statement/Section 4(f) Statement and the appropriate supporting material for the referenced project. This document has been prepared in accordance with the CEQ Regulations, DOT Order 5610.1c, and the revised Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2.

Since the circulation of the Draft Environmental Impact Statement/Section 4(f) Statement, written comments have been received from citizens and various review agencies. These comments, along with appropriate responses, have been included in the Final Environmental Impact Statement/Section 4(f) Statement.

The selected alternate is Alternate 3-B (Modified). The selected alternate will improve traffic operations through and within the study area by providing a new east/west highway facility. It will provide adequate access for planned development and relieve existing congestion problems along major routes in the study area.

The selected alternate uses the same mainline alignment as Alternate 3-B, except in the vicinity of Race Road where the alignment has been shifted slightly south. The modifications include the selection of the option for relocating Dorsey Road at U.S. Route 1, a new configuration for the interchange at Race Road, the selection of the full cloverleaf interchange at Maryland Route 295, providing a bridge over Maryland Route 295 connecting Race Road and Wright Road, shifting the relocated Ridge Road to avoid Mount Pilgrim Baptist Church, selecting the optional interchange at Ridge Road which has a loop ramp in the southeast quadrant, bridging Harmons Road over Maryland Route 100, selecting the urban diamond interchange at Maryland Route 170, and bridging W.B.&A. Road over Maryland Route 100.

My telephone number is 333-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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- Distribution of the Final Environmental Impact Statement is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:t1h

Enclosure

cc: Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. Ronald E. Moon

DISTRIBUTION LIST

Contract No. AA 682-101-570
Maryland Route 100
from Interstate Route 95 to
Interstate Route 97

FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) STATEMENT

FEDERAL AGENCIES

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Mr. Joseph J. McCann, Director
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Office of the Maryland Secretary of
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Maryland State Law Library
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Severn, Maryland 21144

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Contract No. AA 682-101-570
Maryland Route 100
from Interstate Route 95 to
Interstate Route 97

FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) STATEMENT

FEDERAL AGENCIES

Department of Agriculture ✓
State Conservationist
Soil Conservation Service
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College Park, Maryland 20740

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Mr. Bruce Blanchard, Director ✓
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U.S. Department of the Interior
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ATTN: Mr. Walter Pierson

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Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 28, 1987

Contract No. AA 682-101-570
Maryland Route 100
from Interstate Route 95 to Interstate Route 97
PDMS No. 022007

FINAL ENVIRONMENTAL IMPACT STATEMENT/SECTION 4(f) STATEMENT

Enclosed for your information and files is the approved Final Environmental Impact Statement/Section 4(f) Statement and the appropriate supporting material for the referenced project. This document has been prepared in accordance with the CEQ Regulations, DOT Order 5610.1c, and the revised Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2.

Since the circulation of the Draft Environmental Impact Statement/Section 4(f) Statement, written comments have been received from citizens and various review agencies. These comments, along with appropriate responses, have been included in the Final Environmental Impact Statement/Section 4(f) Statement.

The selected alternate is Alternate 3-B (Modified). The selected alternate will improve traffic operations through and within the study area by providing a new east/west highway facility. It will provide adequate access for planned development and relieve existing congestion problems along major routes in the study area.

The selected alternate uses the same mainline alignment as Alternate 3-B, except in the vicinity of Race Road where the alignment has been shifted slightly south. The modifications include the selection of the option for relocating Dorsey Road at U.S. Route 1, a new configuration for the interchange at Race Road, the selection of the full cloverleaf interchange at Maryland Route 295, providing a bridge over Maryland Route 295 connecting Race Road and Wright Road, shifting the relocated Ridge Road to avoid Mount Pilgrim Baptist Church, selecting the optional interchange at Ridge Road which has a loop ramp in the southeast quadrant, bridging Harmons Road over Maryland Route 100, selecting the urban diamond interchange at Maryland Route 170, and bridging W.B.&A. Road over Maryland Route 100.

My telephone number is 333-1110

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Distribution of the Final Environmental Impact Statement is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh
Enclosure

cc: Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. Ronald E. Moon

STATE HIGHWAY ADMINISTRATION

- *Deputy Chief Engineer - Highway Development ✓ Cover letter
- Assistant Deputy Chief Engineer - Highway Development ✓ 1 copy ✓
- District Engineer ✓ 1 copy ✓ Mechan ✓; 1 copy ✓ Clingan ✓
- Bureau of Highway Design ✓ 5 copies ✓ Copies; Attn: Foster ✓
- Bureau of Bridge Design ✓ 3 copies ✓
- Bureau of Landscape Architecture ✓ 1 copy ✓
- Office of Planning and Preliminary Engineering ✓ 1 copy ✓
- Project Development Division
- Bureau of Planning and Program Development ✓ 1 copy ✓
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- State Highway Administration Library ✓ 1 copy ✓
- Equal Opportunity Section ✓ 1 copy ✓
- Bureau of Highway Statistics ✓ 1 copy ✓

*Cover letter only

REPORT NUMBER: FHWA-MD-EIS-86-01-F

REGION III

MARYLAND ROUTE 100 EXTENDED
From Interstate 95 In Howard County to Maryland
Route 3/Interstate 97 In Anne Arundel County

FINAL ENVIRONMENTAL IMPACT STATEMENT
SECTION 4(f) STATEMENT
Submitted Pursuant to 42 U.S.C. 4332(2) (c) and 49 U.S.C. 303(c)
CEQ Regulations (40 CFR 1500 et seq.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
COOPERATING AGENCY
U.S. ARMY CORPS OF ENGINEERS

The following persons may be contacted for additional information concerning the document:

Mr. Edward Terry
District Engineer
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211

PHONE: (301) 962-4010
HOURS: 7:45 a.m. - 4:15 p.m.

8/24/87
DATE

Mr. Louis H. Ege, Jr., Deputy Director,
Office of Planning and Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Room 310

Baltimore, Maryland 21202
PHONE: (301) 333-1130
HOURS: 8:15 a.m. - 4:15 p.m.

Neil J. Pedersen
Director, Office of Planning and
Preliminary Engineering

10/27/1987
DATE

Robert E. Gatz
FEDERAL HIGHWAY ADMINISTRATION
Robert E. Gatz, Director
Office of Planning and Program Development
FHWA Region 3

The purpose of the project is to provide an extension of Maryland Route 100 from Interstate 95 In Howard County to Maryland Route 3/Interstate 97 In Anne Arundel County. The project is compatible with local and State plans.

Environmental impacts associated with the project include right-of-way acquisition and the displacement of residents and businesses. There are floodplain and wetland involvements.

SUMMARY

SUMMARY

1. Administrative Action

Environmental Statement

- () Draft
- (X) Section 4(f) Statement
- (X) Final

The following persons may be contacted for additional information concerning this document:

Mr. Edward Terry
 District Engineer
 Federal Highway Administration
 The Rotunda - Suite 220
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 Engineering
 State Highway Administration
 707 North Calvert Street
 Room 310
 Baltimore, Maryland 21202

Phone: (301) 333-1130
 Hours: 8:15 a.m. - 4:15 p.m.

3. Description of Selected Action

The selected alternate, Alternate 3B (Modified), involves the extension of Maryland Route 100 from Interstate 95 in Howard County to Maryland Route 3/Interstate 97 in Anne Arundel County, a distance of approximately 7.5 miles.

The selected Alternate would improve traffic operations through and within the study area by providing a new east/west highway facility in the corridor. The primary purpose of this project is to provide adequate access to an area that Anne Arundel and Howard Counties have designated for planned growth and to relieve existing congestion problems along major routes in the study area. The selected alternate is consistent with the General Development Plans and compatible with existing and planned development of Anne Arundel and Howard Counties.

4. Alternates Considered

The State Highway Administration has considered numerous preliminary alternates, including the No-Build, for the extension of Maryland Route 100 from I-95 to Maryland Route 3/I-97. The No-Build Alternate, Alternate 2-Option A, Alternate 2-Option B and Alternate 3-Option A were presented at the Alternates Public Meeting held April 11, 1985. As a result of comments received at the Alternates Public Meeting, meetings with local community organizations and coordination with local elected officials and various state and federal agencies, Alternate 4, Crossover Option and Alternate 3-Option B were developed. All of these Alternates were studied in detail and presented

at the Combined Location/Design Public Hearing on June 12, 1986. As a result of comments received at the Public Hearing, Alternate 3B (Modified), the selected alternate, and Alternate 4/3B were studied.

No-Build Alternate

The No-Build Alternate would provide no major improvements or increase in capacity to Maryland Route 176 (Dorsey Road), the existing two lane east-west facility in the project area, other than the recent widening of the existing roadway to four lanes between Maryland Routes 295 and 652 and the planned widening to four lanes between Maryland Routes 652 and Hammonds Ferry Road. These improvements are to be considered only as an interim measure for the short-term relief of traffic congestion, and even with these improvements, the road will not adequately accommodate the future traffic needs of this corridor.

Alternate 2 - Urban Arterial

Alternate 2 (Figure 11-K1) proposes the construction of a curbed section urban arterial highway on or close to the alignment of existing Maryland Route 176 (Dorsey Road). From I-95, this alternate proceeds southeasterly, interchanges with U.S. Route 1, intersects with Race Road, and continues on to an interchange with Maryland Route 295 (Figures 11-1 to 11-4). East of Route 295, this alternate follows existing Route 176, intersects with Maryland Route 713 (Ridge Road) and interchanges with Maryland Route 170 (Figures 11-4 to 11-6). East of Route 170, this alternate shifts north of Dorsey Road to east of Maryland Route 652 where there are two options proposed. Option A curves southeasterly, intersects with W.B.&A. Road and then continues to the existing Maryland Route 100/Maryland Route 3 (I-97) interchange (Figures 11-7 and 11-8). Option B continues easterly from Route 652, remains north of Route 176 until just east of McPherson where it curves southerly through the western portion of Friendship Park and then onto the Route 100/I-97 interchange (Figures 11-9 to 11-11).

Alternate 3 - Freeway

Alternate 3 (Figure 11-K1) proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access from I-95 to I-97. From I-95 to Maryland Route 295, Alternate 3 follows the same alignment as Alternate 2 and has interchanges with U.S. Route 1, Race Road and Route 295 (Figures 11-12 to 11-14). East of Route 295, this alternate curves southeasterly away from Dorsey Road, interchanges with Maryland Route 713 and then interchanges with Maryland Route 170 just north of Munson Heights (Figures 11-14 to 11-17). East of Route 170, there are two options proposed. Option A continues easterly, crosses under Queenstown Road south of Jones Road and then interchanges with I-97 (Figures 11-17 to 11-19). Option B curves northeasterly from the Route 170 interchange, crosses under Queenstown Road, curves north of Burleytown and Alberta Heights, continues east across Friendship Park and then curves southeasterly around Queenstown to the Route 100/I-97 interchange (Figures 11-20 to 11-22). Options are proposed for the interchanges at Route 295, Route 713 and Route 170 and are shown on Figures 11-23 to 11-25, respectively.

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Alternate 3B (Modified) (Selected Alternate)

This alternate uses the same mainline alignment as Alternate 3-Option B, except in the vicinity of Race Road where the alignment has been shifted slightly south. The modifications include the selection of the "Option" for relocating Dorsey Road at U.S. Route 1 (Figure 11-28), the selection of the full cloverleaf interchange at Maryland Route 295 (Figure 11-29), providing a bridge over Maryland Route 295 connecting Race Road and Wright Road (Figure 11-30), shifting the relocated Ridge Road to avoid Mt. Pilgrim Baptist Church (Figure 11-31), selecting the "first option" interchange at Ridge Road which has a loop ramp in the southeast quadrant (Figure 11-31), bridging Harmans Road over Maryland Route 100 (Figure 11-32), selecting the urban diamond interchange at Maryland Route 170 (Figure 11-33) and bridging W.B.&A. Road over Maryland Route 100 (Figure 11-34).

Alternate 4 - Freeway

This alternate proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access from I-95 to I-97. This alternate has the same alignment as Alternates 2 and 3 from I-95 through the U.S. Route 1 Interchange (Figure 11-36). Before the alignment crosses the B&O Railroad, it curves northeasterly around the Parkway Industrial Center 1, then curves southeasterly (Figure 11-45) through the Patapsco Valley State Park and interchanges with Maryland Route 295 (Figures 11-37 and 11-38). Alternate 4 then continues southeasterly, interchanges with an extension of New Ridge Road north of the Baltimore Commons Business Park, bridges over AMTRAK and Maryland Route 170 and then crosses through the southwest corner of BWI airport (Figures 11-39 and 11-40). After interchanging with Dorsey Road, Alternate 4 follows the same alignment as Alternate 2, Option A, to the Route 100/I-97 Interchange (Figures 11-41 and 11-42).

Alternate 4/3B

This alternate is identical to Alternate 4 from I-95 to the Dorsey Road Interchange (Figure 11-36 through 11-41). South of Dorsey Road, this alternate would curve southeasterly (Figure 11-45) to join the alignment of Alternate 3-Option B at W.B.&A. Road (Figure 11-21 and 11-22).

Crossover Option (Alternate 3 to Alternate 4)

The Crossover Option utilizes Alternate 3 from I-95 to Maryland Route 295 (Figures 11-12 to 11-14), then crosses northeasterly to the Alternate 4 Interchange with the New Ridge Road extension (Figures 11-43 and 11-44), and then utilizes Alternate 4 to the Route 100/I-97 Interchange (Figures 11-39 to 11-42). The Crossover Option proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access as proposed for Alternates 3 and 4.

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5. Environmental Consequences

The selected alternate, Alternate 3B (Modified), requires 22 residential relocations. Ten of the relocations are minority residential relocations. Of the minority residential relocations, 7 are owner-occupied residences and 3 are tenant-occupied residences. There are 7 business relocations required.

The selected alternate, Alternate 3B (Modified), would improve accessibility to community facilities, parks and public recreation areas in the project area by separating local and through traffic and keeping the existing road network intact through the use of bridges. Several roads would be re-routed or cul-de-saced in the Race Road and Wright Road areas, causing more circuitous travel to reach MD Route 176. However, by eliminating through traffic on MD Route 176, travel along this road improves due to less traffic backups and a greater level-of-service. For a more detailed discussion of travel time and distance, see Section IV.

The selected alternate, Alternate 3B (Modified), would permit the planned expansion of the industrial and business section within the study area as called for in the General Development Plans of Howard County and Anne Arundel County by providing greater traffic capacity and improving access to and from the study area.

Local businesses that depend on drive-by traffic (i.e., restaurants, motels, etc.) might experience some loss of activity under the selected alternate since a large portion of the through traffic would be moved away from the Maryland Route 176 corridor. However, the new alignment would reduce congestion along Route 176 and facilitate access to these establishments, especially during the peak traffic hours, through the use of interchanges and service roads. The selected alternate, Alternate 3B (Modified), includes several provisions for maintaining the existing road network so that local residences can access the businesses.

The selected alternate, Alternate 3B (Modified), would have a positive effect on the tax bases of Howard and Anne Arundel Counties since it would accommodate the efficient expansion of proposed development in the study corridor.

The transportation requirements of the study area (as shown in Figures IV-1 through IV-10) reveal that the selected alternate would provide both greater capacity through the area and higher levels of service on the existing road network than the No-Build Alternate. The accident rate within the study area would decrease under the selected alternate even though higher capacities would be attained.

Generally, geologic and soil features of the study area pose no significant difficulty to roadway construction if careful and detailed analysis and design are undertaken.

The impact to surface water from highway improvements and the accompanying development would be minimized by designing the project in accordance with the Maryland Stormwater Management Act, following the sediment and erosion

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control program of the State Highway Administration and incorporating other stormwater management practices.

Since the selected alternate, Alternate 3B (Modified), would cross one or more streams and their 100 year flood plains, detailed hydrologic and hydraulic studies will be conducted to minimize impacts due to any floodplain encroachment. Preliminary analysis, in accordance with Executive Order 11988, indicates that no significant floodplain impacts are expected to occur as a result of the selected alternate.

The selected alternate, Alternate 3B (Modified), would adversely impact some wetlands. The use of stringent sediment control measures would minimize these impacts. Wetland mitigations, such as enhancement, reconstruction or replacement will be coordinated with the U.S. Army Corps of Engineers, MD Department of Natural Resources and other agencies.

Correspondence with the U.S. Fish and Wildlife Service and Maryland Department of Natural Resources - Wildlife Administration indicates that there are no known populations of federally listed threatened or endangered species along the study corridor to be impacted by the selected alternate.

An air quality analysis of 30 receptor sites (see Figure IV-11) within the study area reveals no violations of State and National Ambient Air Quality Standards (S/NAQS) for either the maximum one-hour period or maximum consecutive eight-hour period in the design year (2010) and the estimated year of completion (1990) for the selected alternate, Alternate 3B (Modified).

A noise impact analysis was conducted using 29 receptor sites (see Figure IV-11) within the study area. Noise measurements at each noise sensitive area (NSA) were made and design year (2010) noise levels at each site were predicted using methodology developed by the Federal Highway Administration (see Table IV-4 and IV-5). Traffic noise impacts would occur when the predicted traffic noise levels would exceed the FHWA noise abatement criteria of 67 dBA Leq or increase by 10 dBA or more above the current ambient noise levels excluding aircraft.

The selected alternate, Alternate 3B (Modified) would cause noise impacts to 10 NSA's and at one of these sites, (NSA 28), noise abatement measures were considered reasonable and feasible (see Table IV-9). Noise abatement measures at the impacted site, NSA 28, are being considered under the upgrading of Maryland Route 3.

Seventeen (17) historical sites are located within the study area; two are sites for National Register eligibility (Shipley House and Smith Farm) and the remaining 15 sites are not eligible, but are of Maryland Inventory Quality. The State Historic Preservation Officer has determined that the selected alternate, Alternate 3B (Modified), will not have an adverse effect on the Shipley House or the Smith Farm conditional on landscaping plans which are reviewed by the Maryland Historical Trust. No property is required from the Shipley House. The selected alternate does require acquisition of some of the Smith Farm property, but would not directly impact any buildings or the cemetery on the property. Mitigation measures will be coordinated with the SHPO.

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Four sites identified by the Maryland Geological Survey as potentially eligible for the National Register of Historic Places would be impacted by the selected alternate, Alternate 3B (Modified). Phase II archeological studies will be undertaken on three of these sites and this work will be coordinated with the State Historic Preservation Officer.

6. Areas of Controversy/Unresolved Issues

Community groups in the area are opposed to Alternates 2A, 2B, 3A, 3B and 4 based on disruption to their communities and the traffic impacts associated with Maryland Route 100 traffic travelling through the communities.

The Maryland State Aviation Administration and the Federal Aviation Administration were opposed to Alternates 2A, 2B, 4/3B and 4 due to conflicts with the planned expansion of Baltimore/Washington International Airport. The MD SAA and the FAA are not opposed to the selected alternate, Alternate 3B (Modified).

The Maryland Department of Natural Resources is opposed to Alternate 4 since it would impact the Patapsco Valley State Park. This agency is also opposed to Alternate 3, Options A & B since both of these alternates impact the Buckingham Forest Tree Nursery. Coordination with the MD. D.N.R. has been on-going throughout the preliminary planning stage to minimize the impacts to the nursery.

Opposed to Alternate 3B is the State Chapter of the National Association for the Advancement of Colored People (NAACP).

The Maryland State Highway Administration finds that Alternate 3B (Modified) provides the needed service for transportation with minimal impacts to adjacent communities.

7. Permits Required

Construction of this project would require review and approval for the following permits:

- U.S. Army Corps of Engineers — Section 404 Permit
- Maryland Department of Natural Resources — Approved Sediment Control Plan
- Maryland Department of Natural Resources — Approved Stormwater Management Plan
- Maryland Department of Natural Resources — Waterway Construction Permit
- Maryland Department of Health and Mental Hygiene — Water Quality Certificate

8. Summary of Impacts

Table S-1 compares the significant impacts associated with each alternate.

SUMMARY OF IMPACTS

TABLE S-1

	ALTERNATES								
	NO-BUILD	2A	2B	3A	3B	3B (MOD.) SELECTED ALTERNATE	4	3 CROSS-OVER 4	4/3B
SOCIO - ECONOMIC IMPACTS									
RESIDENTIAL DISPLACEMENTS	0	38	39	43 ^A	33 ^A	22	33	40	25
MINORITY RESIDENTIAL DISPLACEMENTS	0	23	24	28	14	10	12	26	3
BUSINESS DISPLACEMENTS	0	12	12	8	7	7	7	7	6
ACCESS TO COMMUNITY FACILITIES MODIFIED	NO	YES	YES	YES	YES	YES	YES	YES	YES
PARKLAND AFFECTED - ACRES	0	4.1	32.7	0	14.2	14.2	20.1	4.0	30.3
HISTORIC SITES AFFECTED	0	0	0	1	2	2	0	0	0
ARCHEOLOGICAL SITES AFFECTED	0	3	3	5	4	4	1	3	1
CONSISTENT WITH DEVELOPMENT PLANS	NO	NO	NO	YES	YES	YES	NO	NO	NO
NATURAL ENVIRONMENT IMPACTS									
PRIME FARMLAND SOILS - ACRES	0	0	0	0	0	0	0	0	0
ACTIVE AGRICULTURAL LAND-ACRES	0	16.8	12.3	54.4	43.5	43.5	16.8	16.8	0
STREAM REALIGNMENT - LINEAR FT.	0	0	0	0	0	0	0	0	0
NEW STREAM CROSSINGS	0	4	4	6	7	7	3	5	3
WETLANDS - ACRES	0	48.8	41.6	53.5	54.3	56.9	79.1	76.5	77.3
FLOODPLAIN - ACRES	0	17.2	17.2	33.3	34.2	28.5	8.8	25.7	7.3
WOODLAND - ACRES	0	47.6	39.7	59.5	61.4	56.0	41.7	54.3	37.6
OLD FIELD - ACRES	0	59.0	46.8	80.7	76.4	69.7	68.1	96.9	54.9
THREATENED OR ENDANGERED SPECIES	0	0	0	0	0	0	0	0	0
AIR QUALITY IMPACTS +	0	0	0	0	0	0	0	0	0
NOISE LEVEL IMPACTS + +	5	5	5	11	10	10	8	7	8
COST (x \$ 1,000,000)									
RIGHT OF WAY	0	12.1	16.1	23.4	22.8	22.8	18.2	18.0	18.0
RELOCATION	0	0.5	1.3	1.3	1.0	1.0	0.8	1.0	0.8
CONSTRUCTION	0	101.6	103.8	119.1	130.1	133.2	105.8*	119.1 *	109.0*
TOTAL	0	114.2	121.2	143.8	153.9	157.0	124.8*	138.1 *	127.8*

A. REPRESENTS WORSE CASE COMBINATION OF INTERCHANGE OPTIONS

+ SITES EXCEEDING S/NAAQS

+ + NSAs EXCEEDING FEDERAL NOISE ABATEMENT CRITERIA OR 10dBA INCREASE

* WILL INCREASE BY \$45 TO \$65 MILLION FOR AIRPORT TUNNEL

RD 100
I-95 to MD 3

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The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. Its use is in keeping with the provisions of 1500.4 (k) and 1506.2 and .6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State, and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate sections of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and early coordination processes, that specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

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ENVIRONMENTAL ASSESSMENT FORM

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

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ENVIRONMENTAL ASSESSMENT FORM (Cont'd)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wild land?	<u>X</u>	<u> </u>	<u>IV.A.1.f</u>
12. Will the action affect the use of any natural or manmade features that are unique to the county, state or nation?	<u> </u>	<u>X</u>	<u> </u>
13. Will the action affect the use of an archeological or historical site or structures?	<u>X</u>	<u> </u>	<u>IV.1</u>
B. Water Use Considerations			
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?	<u>X</u>	<u> </u>	<u>IV.C.3</u>
15. Will the action require the construction, alteration or removal of a dam, reservoir, or waterway obstruction?	<u> </u>	<u>X</u>	<u> </u>
16. Will the action change the overland flow of stormwater or reduce the absorption capacity of the ground?	<u>X</u>	<u> </u>	<u>IV.C.2</u>
17. Will the action require a permit for the drilling of a water well?	<u> </u>	<u>X</u>	<u> </u>
18. Will the action require a permit for water appropriation?	<u> </u>	<u>X</u>	<u> </u>
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	<u> </u>	<u>X</u>	<u> </u>

ENVIRONMENTAL ASSESSMENT FORM (Cont'd)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
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?	_____	<u>X</u>	_____
21. Will the action result in any discharge into surface or sub-surface water?	<u>X</u>	_____	<u>IV.C.2</u>
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	_____	<u>X</u>	<u>IV.C.2</u>
23. Will the action result in any discharge into the air?	<u>X</u>	_____	<u>IV.D</u>
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	<u>X</u>	_____	<u>IV.D</u>
25. Will the action generate additional noise which differs in character or level from present conditions?	<u>X</u>	_____	<u>IV.E</u>
26. Will the action preclude future use of related air space?	_____	<u>X</u>	_____
27. Will the action generate any radiological, electrical, magnetic, or light influences?	_____	<u>X</u>	_____
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	_____	<u>X</u>	<u>IV.C.7</u>
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?	_____	<u>X</u>	_____

ENVIRONMENTAL ASSESSMENT FORM (Cont'd)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?	<u> </u>	<u> X </u>	<u> </u>
E. Socio-Economic			
31. Will the action result in a pre-emption or division of properties or impair their economic use?	<u> X </u>	<u> </u>	<u> IV.A </u>
32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	<u> X </u>	<u> </u>	<u> IV.A </u>
33. Will the action alter land values?	<u> X </u>	<u> </u>	<u> IV.A </u>
34. Will the action affect traffic flow and volume?	<u> X </u>	<u> </u>	<u> IV.B </u>

ENVIRONMENTAL ASSESSMENT FORM (Cont'd)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?	_____	<u>X</u>	<u>IV.H</u>
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?	_____	<u>X</u>	_____
37. Is the action in accord with federal, state, regional and local comprehensive or functional plans - including zoning?	<u>X</u>	_____	<u>I.B</u>
38. Will the action affect the employment opportunities for persons in the area?	<u>X</u>	_____	<u>IV.A.2</u>
39. Will the action affect the ability of the area to attract new sources of tax revenue?	<u>X</u>	_____	<u>IV.A.2</u>
40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	_____	<u>X</u>	_____
41. Will the action affect the ability of the area to attract tourism?	_____	<u>X</u>	_____
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	_____	<u>X</u>	_____
43. Could the action be eliminated without deleterious affects to the public health, safety, welfare or the natural environment?	_____	<u>X</u>	_____

ENVIRONMENTAL ASSESSMENT FORM (Cont'd)

	<u>YES</u>	<u>NO</u>	<u>COMMENTS</u>
44. Will the action be of statewide significance?	_____	<u>X</u>	_____
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?	_____	<u>X</u>	_____
46. Will the action require additional power generation or transmission capacity?	_____	<u>X</u>	_____
47. This agency will develop a complete environmental effects report on the proposed action.	_____	<u>X</u>	_____

A Draft and Final Environmental Impact Statement have been prepared in accordance with the National Environmental Policy Act. These documents satisfy all the requirements of the Maryland Environmental Policy Act.

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**I
PURPOSE
AND NEED**

I. PURPOSE AND NEED

A. Project Location and Description

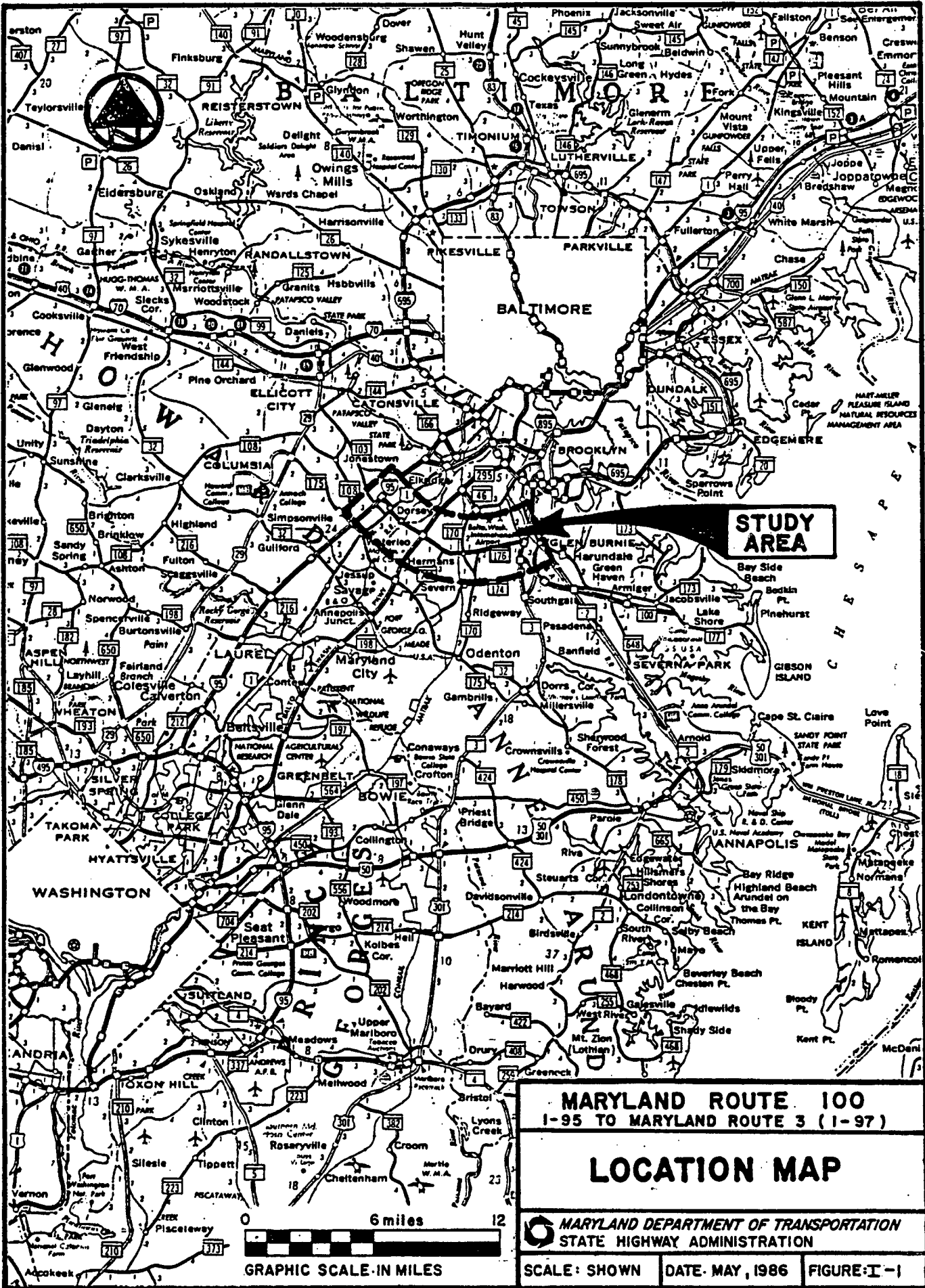
The Maryland Route 100 location study is located in the northern part of Anne Arundel County, south of Baltimore/Washington International Airport, and the eastern part of Howard County (see Figure I-1). The project limits are from Interstate I-95 to Maryland Route 3/Interstate 97 (see Figure I-2).

B. Need for the Project

1. Regional Growth and Development

Anne Arundel County and Howard County have established general development plans which include proposed land usage for continued growth and development in the region. The General Development Plan for Anne Arundel County was adopted in 1978, while the General Development Plan for Howard County was adopted in 1982. The expressed purpose of these Plans is to establish policies to provide for orderly growth and development in the region. The project is shown on the Regional Planning Council's General Development Plan adopted in 1986.

This region of Anne Arundel County has experienced an above average growth rate based on the 1970 census tracts. By the year 2005, the population is expected to increase an additional 35 percent to an estimated 42,460 people. For the study area within Howard County, the rate of growth has been 28.3 percent since 1980 and is more than that for the County as a whole, with the area around Columbia having the largest population growth. In the combined areas of Anne Arundel and Howard Counties, the population is expected to increase by approximately 45% to 55,400 in the next 20 years (2005).



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This large growth in the population creates a need for improved transportation facilities in the region. Maryland Route 100 will provide a major east-west link in the highway network and relieve an already congested Maryland Route 176 (Dorsey Road).

2. Traffic and Operating Conditions

a. Existing Facilities (Figure 1-2)

The study area is serviced by Maryland Route 176 in an east/west direction. This road links Interstate 97 on the east with Interstate 95 on the west (via small lengths of U.S. Route 1 and Maryland Route 100). These Interstate highways are the two major north/south routes serving the region. In addition to the Interstate routes, there are two major state routes and one U.S. Route serving the north/south movement, Maryland Route 295 (Gladys Noon Spellman Parkway), Maryland Route 170 and U.S. Route 1.

The transportation needs within the study area are twofold. Maryland Route 176 is the only east/west movement in the study area and suffers from the problem of high traffic volumes compounded by a mix of local and through traffic, strip development, business and large industrial parks and side road friction created by numerous driveways. Also essential to the future development in the region is the timely provision of a major new highway facility to provide for increased system capacity and levels of service. This project is intended to provide the capacity for an improved east-west movement of traffic linking the major north/south Interstate routes. The proposed extension of MD. Route 100 west of I-95 to MD. Route 29 as an arterial highway has independent utility and is not essential to the operation of this facility, being beyond the major traffic generating Interstate corridors.

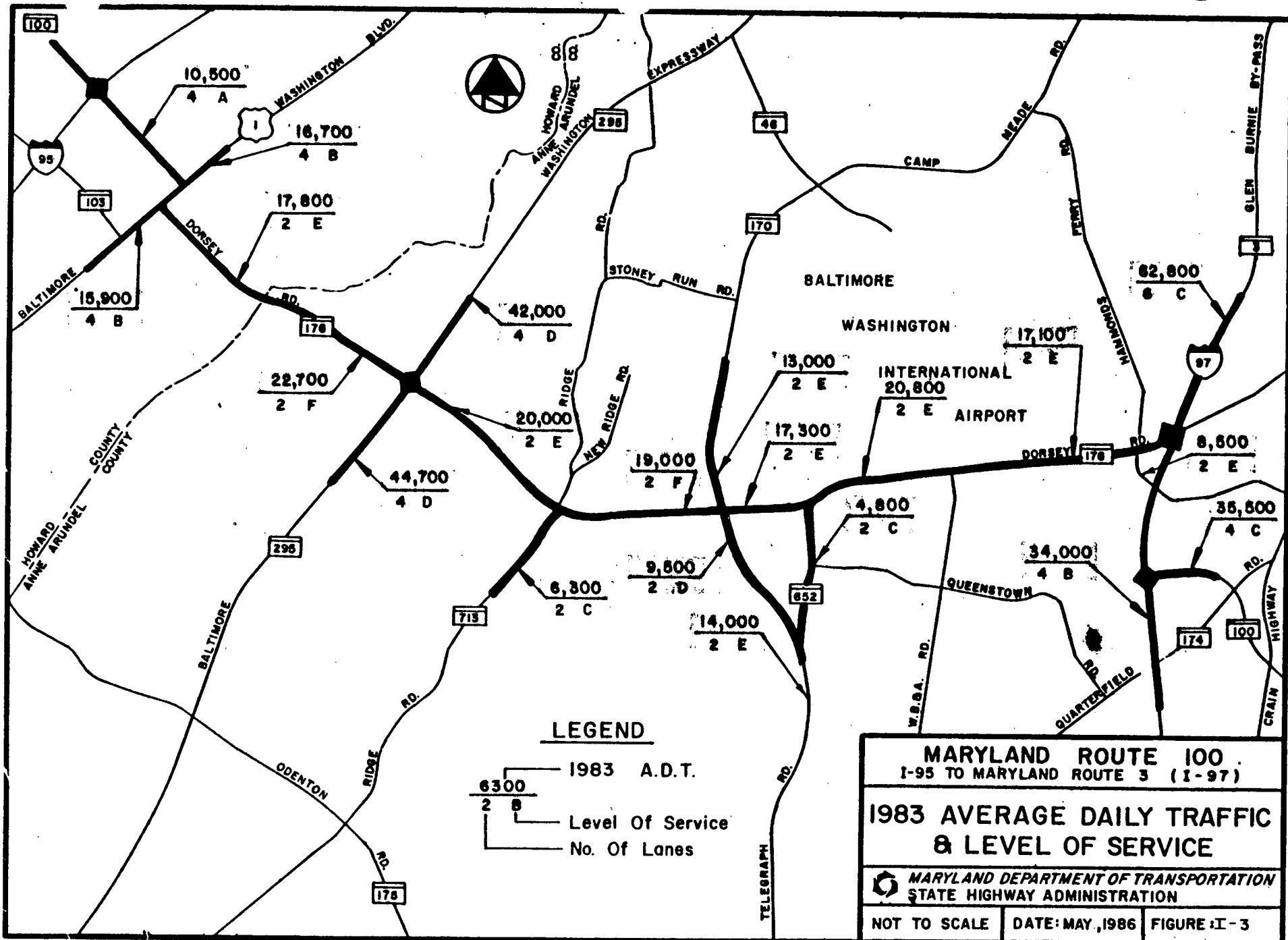
b. Operating Conditions

Existing roads in the vicinity of the study area are congested, particularly during peak hours. Maryland Route 176 currently carries traffic volumes of 17,800 vehicles per day at U.S. Route 1 (the west end of the study area), 19,000 vehicles per day at Maryland Route 170 and 17,100 vehicles per day at Maryland Route 3/Interstate 97 (see Figure I-3). Motorists along the existing Maryland Route 176 experience considerable congestion and delay, especially at the following intersections: U.S. Route 1, Parkway Drive, Maryland Route 713, Candlewood Road, Harmans Road and Maryland Route 170. These intersections will be at capacity in the design year 2010 even with the 4-lane Interim Improvement of Maryland Route 176 from Maryland Route 295 to Hammonds Ferry Road, and will operate at a level-of-service F in either the a.m. or p.m. peak or both (for definition of Level of Service, see Appendix A). Maryland Route 176 would be at a level-of-service F and Hammonds Ferry Road would be at a level-of-service E in the a.m. peak for the design year 2010.

An accident analysis was performed for the study area for the years 1979 through 1983. Maryland Route 176, from U.S. Route 1 in Howard County to Maryland Route 3 in Anne Arundel County, experienced 627 reported accidents during the five-year period, 1979 through 1983, resulting in an average accident rate of 256 accidents per one hundred million vehicle miles of travel (100MM). This rate is lower than the weighted statewide average rate of 333 ACC/100MM for all similar design highways.

An estimated monetary loss of \$1.4 million for every hundred million vehicle miles of travel occurred to the general and motoring public as a result of these 627 accidents. The accidents are listed below by severity indicating persons killed and injured.

9-I



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<u>Severity</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u>
Fatal Accidents	2	1	1	1	0	5
Persons Killed	3	2	1	1	0	7
Injury Accidents	60	47	75	76	64	322
Persons Injured	110	76	134	121	123	564
Property Damage Only	97	61	47	37	58	300
Total Accidents	159	109	123	114	122	627

A total of 59 accidents involving trucks occurred during the study period. Nearly 51 percent of the total accidents occurred during hours of darkness, which is above the statewide average for nighttime accidents. Also, 25 percent of the reported accidents were experienced between the hours of 4:00 to 7:00 p.m. The accidents were evenly distributed throughout the months of the year.

There were 3 locations within the study area that met the criteria for a High Accident Location (HAL). These locations: Maryland Route 176 from Hammonds Ferry Road to .22 mile east of Maryland Route 3, Maryland Route 176 at Ridge Road and Maryland Route 176 at Hammonds Ferry Road, were HAL's for 1981 only.

The collision types experienced on Maryland Route 176 in comparison to statewide averages for this type design highway are as follows:

<u>Collision Type</u>	<u>Study Section Rate/100 MM</u>	<u>Statewide Rate/100MM</u>
Rear End	90.56	75.83
Fixed Object	33.45	50.16
Opposite Direction	19.17	22.15
Sideswipe	14.28	24.38

The rate of rear end type collisions significantly exceeds the statewide average rate. These collisions are mainly associated with congestion generally present with backup and delay situations.

The increasing traffic volumes, deteriorating conditions and low levels of service that the existing road network would experience through the design year 2010 would increase the rate and severity of all types of accidents.

Traffic volumes on Maryland Route 176 will increase substantially (e.g. from the current 17,800 vehicles per day to 24,100 vehicles per day at U.S. Route 1 in the year 2010) if a new facility is not constructed. In the year 2010 traffic operations would continue to deteriorate for the No-Build option with higher volumes causing forced flow and operational breakdowns.

Traffic volumes on Maryland Route 176 will decrease substantially with the freeway build options. At Maryland Route 170, with the No-Build option, it is estimated that there will be 26,700 vehicles per day in the year 2010. However, with any of the freeway build options, this volume is estimated to decrease to 16,300 vehicles per day in the year 2010 with 45,600 vehicles per day utilizing the new facility.

C. Planning Background

In the early 1960's, Maryland Route 100 was envisioned as part of the "Outer Baltimore Beltway". A planning study was initiated for this same section of Maryland Route 100 from Maryland Route 3 to Maryland Route 170 and a combined Corridor/Design Public Hearing was held on August 6, 1973. A Draft Environmental Impact Statement was prepared by the State Highway Administration. However, the project was then delayed pending the completion of a Maryland Route 100 Corridor Systems Study.

4
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The Corridor Systems Study was undertaken in 1977 by the Maryland Department of Transportation in cooperation with Anne Arundel and Howard Counties, the Department of State Planning, and the Regional Planning Council. The purpose of the study was to determine additional east/west highway needs through northern Anne Arundel and eastern Howard Counties. The Final Report for the Corridor System's Study was published in July, 1979. The study concluded that both the new Maryland Route 100 freeway and the reconstruction/relocation of Maryland Route 176 be studied as equal alternates before a decision is made.

The Maryland Department of Transportation's Highway Needs Inventory (revised 1984) identifies and acknowledges the need to improve service by extending Maryland Route 100 from Maryland Route 3 (Interstate 97) west to Interstate 95. The General Development Plan for Anne Arundel County (1978), the General Development Plan for Howard County (1982) and the Regional Planning Council General Development Plan (1986) identify the corridor of Alternate 3-Option A for this project and is the basis upon which transportation, development and zoning plans have been made and implemented. This alignment has also been shown in the General Development Plan for Anne Arundel County of 1968.

The project is included in the Maryland Department of Transportation's Consolidated Transportation Program for Fiscal Years 1986-1991 in the Primary Development and Evaluation Section.

Coordination of this project with Anne Arundel and Howard County officials, elected officials, and the public has been on-going throughout the project planning phase.

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In early 1984 through early 1985, meetings were held with Elected Officials of Anne Arundel and Howard Counties, the County staffs (e.g., Department of Planning and Zoning, Department of Traffic Engineering, Department of Public Works) and community groups to brief and update them on the studies developed to date, obtain their input regarding the preliminary alternates and to address their concerns. Comments from these meetings have been given consideration and incorporated into the development of the preliminary alternates.

On April 11, 1985 the Alternates Public Meeting was held to present the preliminary alternates developed as a result of the feasibility studies, environmental assessments and coordination to date and to encourage public discussion of these alternates. The Maryland State Highway Administration reviewed the comments received from the Alternates Public Meeting and selected those alternates that would be retained for further study. The incorporation of Alternate 4, Alternate 3 - Option B and the Crossover Option into the study was a direct result of the input from these meetings.

The alternates retained for further study and their associated impacts were discussed in the Draft Environmental Impact Statement/4(f) Evaluation which was approved for distribution on May 5, 1986.

Subsequent to the distribution of the Draft Environmental Impact Statement, a Location/Design Public Hearing was held on June 12, 1986 at Andover Senior High School. All comments received on the Draft Environmental Impact Statement were considered prior to the selection of Alternate 3B

LD

(Modified) for Maryland Route 100. The study of Alternate 4/3B was a direct result of the review of these comments.

After location and design approvals are granted for Maryland Route 100, the project will proceed to detailed design.

II
ALTERNATES

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II. ALTERNATES, INCLUDING THE SELECTED ACTION

A. Preliminary Alternates

Prior to the Alternates Public Meeting, Transportation System Management (TSM) procedures were considered as a solution to the traffic problems of the corridor. They were found not to be feasible since they would utilize existing Dorsey Road which, as discussed in Section IV.B, will experience a level-of-service F in the design year (2010) from U.S. Route 1 to Maryland Route 3. TSM procedures would leave Dorsey Road as the only major east-west road through the study corridor and therefore could not furnish the capacity needed for the planned growth in the area.

Two build alternates and the No-Build Alternate were presented at the Alternates Public Meeting on April 11, 1985. Alternate 2 (Options A & B) and Alternate 3 (Option A), as described in Section B of this chapter, were presented to the public.

In response to public request at the alternates meeting, Alternate 4 was studied. This alternate is described in detail in Section B of this chapter.

After introducing Alternate 4, public input resulted in the study of a Crossover Option combining the western section of Alternate 3 with the eastern section of Alternate 4. Public input also resulted in the study of Option B for Alternate 3.

At the Combined Location/Design Public Hearing held on June 12, 1986, the following alternates were presented: the No-Build Alternate, Alternate 2 (Options A & B), Alternate 3 (Options A & B), Alternate 4 and the Crossover Option. In response to public input, Alternate 4 with a connection to Alternate 3-Option B near W.B.&A. Road (Alternate 4/3B) and Alternate 3 B

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(Modified), the selected alternate, were studied.

All of these alternates are described in detail in Section B of this chapter. Figures 11-1 through 11-45 show the detailed plans for each alignment. Figure 11-K1 shows the alternates which were studied in detail and Figure 11-K2 shows the locations of the plan sheets for the selected alternate, Alternate 3B (Modified).

Figure 11-46 shows the typical section for the urban arterial section (Alternate 2) and the freeway section (Alternates 3, 4, 4/3B and the Crossover Option). Figures 11-47 and 11-48 show typical sections for various roads and Figures 11-49 and 11-50 show typical bridge sections.

B. Alternates for Detailed Studies

As a result of public involvement in the initial project planning phase, the following alternates were advanced to detailed engineering studies and environmental analysis in the final project planning phase of this project.

1. No-Build Alternate

The No-Build Alternate would provide no major improvements or increase in capacity to Maryland Route 176 (Dorsey Road) other than the recent widening of the existing roadway to four lanes between Maryland Routes 295 and 652. A fifth lane, for left turning vehicles, will be provided in several locations.

The widening of existing Maryland Route 176 from two lanes to four lanes between Maryland Route 652 and Hammonds Ferry Road is scheduled to begin in fiscal year 1987.

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In addition to these special projects, minor safety improvements and normal maintenance will continue with the No-Build Alternate. There are no plans for widening the section of Maryland Route 176 between U.S. Route 1 and Maryland Route 295.

The improvements described above are to be considered only as an interim measure for the short-term relief of traffic congestion and even with these improvements, the road will not adequately accommodate the future traffic needs of this corridor. Therefore, the No-Build Alternate was not selected.

2. Alternate 2 - Urban Arterial (Figure 11-1 through 11-11)

Alternate 2 proposes the reconstruction of a portion of existing Maryland Route 176 to a 6 lane curbed section urban arterial highway with a design speed of 60 miles per hour (see Typical Sections). This alternate does not provide for access control along its alignment. As a result, residential drives and commercial entrances, with their associated in and out turning movements, will present a safety hazard and otherwise impede the continuous flow of traffic through the study area. It also proposes to construct segments on new location using the same curbed section. With Alternate 2, some intersecting roads will remain at grade, some will be closed and some will have grade separated interchanges.

Beginning at I-95, Alternate 2 would follow the alignment of the existing Maryland Route 100 (Figure 11-1). It would cross beneath U.S. Route 1 approximately 950 feet north of the existing Maryland Route 176 intersection. Alternate 2 proposes the construction of a partial cloverleaf interchange with the two loops on the east side of U.S. Route 1.

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Existing Maryland Route 176 (Dorsey Road) would be terminated with a cul-de-sac just east of U.S. Route 1. It would be relocated beginning opposite the intersection of Maryland Route 103 (Meadowridge Road) and U.S. Route 1 (Figure 11-2). This relocated two lane road would follow a southeastward direction for 700 feet. At this point, there are two possible options. One option would have the relocated road turning northeast and then paralleling U.S. Route 1 approximately 1,000 feet to the east until it would tie back into existing Maryland Route 176. In the other option, the relocated road would continue southeasterly for 500 feet and then would curve easterly until it would tie into existing Maryland Route 176 near Magnolia Avenue. Either one of the options would incorporate a road proposed by Howard County that runs from U.S. Route 1 easterly to south of Lennox Park and then southerly to Montevideo Road.

The entrance to the Route 100 Industrial Park would be relocated approximately 1,100 feet north of its current location at U.S. Route 1 and Amberton Drive (see Figure 11-1). This entrance would curve into the Hunting Mills Drive right-of-way. Amberton Drive would then be closed with a cul-de-sac at U.S. Route 1. A service road would be constructed on the west side of U.S. Route 1 directly opposite this new entrance to provide access for the properties on the west side of U.S. Route 1.

U.S. Route 1 would be reconstructed as a four lane roadway with a 30 foot wide median through the interchange and the service road intersections.

The alignment for Alternate 2 would continue southeastwardly abutting the Route 100 Business Park on the north and Dorsey Business Center on the south. Alternate 2 would bridge over the Chessie

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System (Baltimore and Ohio) Railroad and O'Conner Road approximately 1,600 feet north of Maryland Route 176 (See Figure 11-3). East of the railroad, existing Maryland Route 176 would again be relocated beginning 500 feet east of Forest Avenue, curving to the east to an at-grade intersection with Alternate 2 and tying into existing Race Road. Service roads would connect Parkway Drive South with the relocated Route 176. Another service road would connect Parkway Drive on the north side of Alternate 2 with the relocated road which runs between Race and Dorsey Roads.

Alternate 2 then continues in an eastward direction passing under, and interchanging with, Maryland Route 295 (Baltimore-Washington Parkway) just south of the existing interchange (See Figure 11-4).

Beyond the Route 295 interchange, Alternate 2 continues parallel to and just south of Maryland Route 176. Access from Wright Road would be relocated approximately 1,200 feet to the east of its present intersection via an at-grade intersection. The existing Dorsey Road east of Maryland Route 295 would become a service road which would be accessed to Route 100 at the intersection with the relocated Wright Road.

Alternate 2 would then shift onto the existing Dorsey Road right-of-way at Maryland Route 713 (Ridge Road) and there would be an at-grade intersection with Maryland Route 713 (See Figure 11-5). From this intersection to Harmans Road, the median width would decrease to 20 feet from the previous 30 feet to avoid encroachment to the Sandalwood and Ridge View subdivisions. As Alternate 2 approaches Maryland Route 170, the proposed alignment would begin a slight shift to the north of existing Route 176 (Figure 11-6). The alignment would bridge over the Amtrak railroad line utilizing the existing bridge (widening of the bridge is programmed to begin in fiscal year

1986). Alternate 2 would then bridge over and Interchange with Maryland Route 170. This Interchange would have a loop in the northeast quadrant and diamond interchange ramps on the west side of Route 170, thus creating two at-grade intersections requiring provisions for left turn movements. There would be no ramps in the southeast quadrant in an effort to minimize impact to the Timber Ridge subdivision. Maryland Route 170 would be dualized through this interchange.

East of Maryland Route 170, the Alternate 2 alignment would be located north of the existing Maryland Route 176 on property owned by Baltimore-Washington International Airport.

Maryland Route 652 (Telegraph Road) would be relocated with an at-grade intersection with Alternate 2 situated approximately 700 feet west of its current intersection with Route 176.

Beyond Maryland Route 652, Alternate 2 proposes two options. Option A (Figure 11-7) would curve southeasterly, leaving the Dorsey Road corridor approximately 1,000 feet east of the existing Maryland Route 652 intersection. Existing Dorsey Road on the east side of the Alternate 2 alignment would be relocated to tie into the Option A alignment at an at-grade intersection.

Option A proposes an at-grade intersection with W.B.&A. Road approximately 1,200 feet north of Queenstown Road. The alignment would cross through the proposed Landco Business Park just north of Queenstown Park. This alignment would then pass through the southern corner of Friendship Park (Figure 11-8). At this point the eastbound and westbound roadways would begin to diverge as Option A approaches the I-97/Maryland Route 100 interchange. The eastbound roadway would cross Jones Road 500 feet east of Queenstown Road.

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Option A would bridge over a relocated and realigned Jones Road which would be constructed to maintain access to the section of Queenstown north of the alignment. Alternate 2, Option A would tie into existing Maryland Route 100 at I-97 where a full interchange is being designed which provides all movements.

From the vicinity of the relocated Maryland Route 652 intersection, Alternate 2, Option B (Figure 11-9) would continue easterly on the north side of existing Maryland Route 176. Just beyond McPherson, the Option B alignment would curve to the south and enter Friendship Park (Figure 11-10). The Option B alignment would run parallel to and approximately two hundred feet inside the western boundary of the park. Near the southern end of Friendship Park, this alignment would curve easterly and bridge over a reconstructed Jones Road (Figure 11-11). The option would then tie into existing Maryland Route 100 and the full interchange with I-97 would be identical to the Option A alignment.

Alternate 2 was not selected for several reasons. As discussed in Section IV.B, Alternate 2 would carry 17% less traffic through the study area than the freeway alternates, the accident rate for the urban arterial roadway is projected to be high (358 accidents per 100 MM) and the introduction of an urban arterial facility linking two major freeways (I-95 and I-97) would create a bottleneck effect, produce confusion and conflicts between through and local traffic and otherwise impede the continuous flow of traffic through the study area. The State Aviation Administration is opposed to Alternate 2, Options A and B, due to conflicts with the planned expansion of the BWI Airport (see letter dated December 26, 1985 in Section VI).

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3. Alternate 3 - Freeway (Figure 11-12 through 11-25)

Alternate 3 proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access from I-95 to I-97. This freeway would have four lanes from I-95 to Maryland Route 170 and six lanes from Maryland Route 170 to I-97. The design speed for the mainline is 70 miles per hour except in the vicinity of the I-97 interchange where the design speed is 60 miles per hour. Interchanges for this alternate would be located at U.S. Route 1, Race Road, Maryland Route 295, Maryland Route 713, Maryland Route 170 and Maryland Route 3/I-97.

Beginning at I-95, the alignment of Alternate 3 would be identical to Alternate 2 through the proposed Maryland Route 295 interchange (Figures 11-12 to 11-14). The interchange, service roads and relocated Maryland Route 176 (Dorsey Road) options at U.S. Route 1 are the same as described for Alternate 2.

The alignment for Alternate 3 would continue in a southeasterly direction after interchanging with U.S. Route 1. Shortly after bridging over the Chessie System (Baltimore and Ohio) Railroad and O'Conner Road (Figure 11-13), an exit ramp is provided for the exit of eastbound traffic onto existing Maryland Route 176 at Forest Avenue. At this intersection, an entrance ramp for traffic onto eastbound Maryland Route 100 would begin and curve towards the freeway alignment.

As described for Alternate 2, Maryland Route 176 would be relocated to tie into Race Road. However, with Alternate 3, this relocated road would bridge over Route 100 and therefore an interchange would be required. This interchange (Figure 11-14) would have both a loop for exiting from westbound Maryland Route 100 and a ramp for entering onto westbound Route 100

In the northeast quadrant.

The Alternate 3 alignment would pass under and Interchange with Maryland Route 295 (Baltimore-Washington Parkway) just south of the existing Maryland Route 176 underpass. There are two options for the Maryland Route 100 Interchange with Maryland Route 295. A full cloverleaf Interchange is the first option. The second option (Figure 11-23) uses three loops and a directional ramp for the southbound Parkway traffic desiring to go eastbound on Maryland Route 100.

The Alternate 3 alignment separates from the Alternate 2 alignment just east of the Route 295 Interchange. Alternate 3 proceeds in a southeastward direction and would parallel Maryland Route 176 with approximately 500 to 1,000 feet separating the two roads.

Wright Road would be relocated to the east (Figure 11-14) of its present location. It would bridge over Alternate 3 and tie into existing Maryland Route 176 approximately 600 feet to the east of its existing intersection.

Alternate 3 would interchange with a relocated New Ridge Road/Maryland Route 713 (Figure 11-15). This relocated road would leave the alignment of the New Ridge Road approximately 750 feet north of its intersection with Ridge Road. It would proceed southwesterly and intersect Maryland Route 176 approximately 1,100 feet to the west of the existing Maryland Route 176 intersection with Maryland Route 713.

The relocated Maryland Route 713 would parallel the existing road for approximately 1,200 feet and then curve southward to rejoin the existing road approximately 1,100 feet south of Ridge Chapel Road. This relocated road would be dualized from Dorsey Road south to where it rejoins

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the existing Maryland Route 713. Watts Avenue would be relocated and would tie into Ridge Chapel Road which would result in an at-grade intersection on relocated Maryland Route 713.

There are two options for the Alternate 3 Interchange with the relocated Maryland Route 713. The first option (Figure 11-15) proposes a conventional diamond in three quadrants and a loop in the southeast quadrant. This loop eliminates the left turn maneuver for the eastbound Maryland Route 100 traffic desiring to go northbound on Maryland Route 713. The second option (Figure 11-24) eliminates the loop resulting in a full conventional diamond interchange.

Alternate 3, after bridging over the relocated Maryland Route 713 (the existing Maryland Route 713 would terminate with cul-de-sacs at the freeway), would continue southeasterly and would cross Harmans Road (Figure 11-16) approximately 3,700 feet south of the Maryland Route 176/Harmans Road intersection. Harmans Road would be closed and Matthews Town Road would terminate just south of the freeway.

Alternate 3 would then curve to the east and bridge over the AMTRAK line approximately 4,100 feet south of Maryland Route 176. The alignment would continue east through the Buckingham Forest Tree Nursery.

The alignment would bridge over and interchange with Maryland Route 170 (Figure 11-17) approximately 4,100 feet south of Maryland Route 176. Maryland Route 170 would be dualized in the vicinity of this interchange. Maryland Route 652 ^{Old} (Telegraph Road) would be closed with a cul-de-sac just north of the interchange.

Two options for the Maryland Route 170 Interchange have been considered. The first option (Figure 11-17) is an urban diamond interchange. The second option (Figure 11-25) utilizes a diagonal ramp in the southeast quadrant, loop ramps in the northeast and northwest quadrants and a directional ramp for the movement from southbound Maryland Route 170 to eastbound Maryland Route 100.

Beyond Maryland Route 170, Alternate 3 proposes two options. Option A (Figure 11-17) would continue easterly approximately paralleling Queenstown Road. The alignment would cross W.B. & A. Road (Figure 11-18) approximately 1300 feet south of Queenstown Road. W.B. & A. Road would be terminated with cul-de-sacs on each side of the freeway.

Option A would continue eastward and cross under Queenstown Road approximately 500 feet south of Jones Road (Figure 11-19). Queenstown Road would remain at or close to its current grade. Option A would then tie into existing Maryland Route 100 at I-97 where a full interchange is being designed which provides all movements.

Alternate 3 - Option A was not chosen due to its impacts on Queenstown, a unique and distinct minority community. The Option A alignment would require 12 minority owner-occupied residences and one minority owned business to be relocated from Queenstown. In addition, the Option A alignment would serve as a physical and psychological barrier to the social interactions within the community.

From the vicinity of the Maryland Route 170 Interchange, Alternate 3, Option B, would curve northeasterly and cross under Queenstown Road approximately 2,000 feet east of Maryland Route 652 (Figure 11-20). Queenstown Road would remain at or close to its current grade. Option B would

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then curve easterly and cross W.B.&A. Road approximately 1,200 feet north of Queenstown Road (Figure 11-21). W.B.&A. Road would terminate with cul-de-sacs on each side of the freeway. The alignment would continue easterly north of Alberta Heights and then across Landco Business Park and Friendship Park. Near the eastern border of Friendship Park, Option B curves southeasterly around the northern section of the Queenstown community and then ties into existing Maryland Route 100 at I-97 where a full interchange is being designed which provides all movements (Figure 11-22).

4. Alternate 3 B (Modified) - Selected Alternate -
(Figure 11-26 through 11-35)

In response to public comments received at the Combined Location/Design Public Hearing, modifications that reduced the number of relocations required and improved local traffic circulation were made to Alternate 3-Option B. The resultant Alternate 3B (Modified) is the selected alternate for the extension of Maryland Route 100 from I-95 to Maryland Route 3/I-97.

Alternate 3B (Modified) proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access from I-95 to I-97. It would have the same geometric characteristics and interchange locations as described for Alternate 3-Option B.

The mainline alignment for Alternate 3B (Modified) would be the same as that for Alternate 3-Option B except in the vicinity of Race Road where the alignment has been shifted slightly south (see Figures 11-28 and 11-29). Other modifications to Alternate 3-Option B include:

a. The service road West of U.S. Route 1 was relocated to reduce the impacts to wetland W-10 (See Figure 11-26).

b. Using the "Option" for relocating Dorsey Road at U.S. Route 1 to reduce the number of residential relocations (see Figure II-27).

c. Using a standard diamond configuration for the Interchange at Race Road to reduce the number of residential relocations and wetland and floodplain impacts (see Figure II-28).

d. Using a full cloverleaf Interchange at Maryland Route 295 with a lower design speed outer ramp in the southwest quadrant to further reduce the number of residential relocations (see Figure II-29).

e. Providing a bridge over Maryland Route 295 to connect Race Road and Wright Road (see Figure II-30).

f. Shifting the relocated Ridge Road to avoid the Mt. Pilgrim Baptist Church and cemetery (see Figure II-31).

g. Using the "first option" Interchange at relocated Maryland Route 713 which consists of conventional diamond ramps in three quadrants and a loop ramp in the southeast quadrant (see Figure II-31).

h. Bridging Harmans Road over Maryland Route 100 (see Figure II-32).

i. Using the urban diamond Interchange at Maryland Route 170 to reduce impacts to Buckingham Forest Tree Nursery (see Figure II-33).

j. Bridging W.B.&A. Road over Maryland Route 100 (see Figure II-34).

k. An access road to Smith Farm from Queenstown Road will be provided on the east side of Maryland Route 100 (See Figure II-33).

l. The service road serving the farms south of Smith Farm will remain as shown for Alternate 3B. However, details of these service roads will be coordinated with the affected owners.

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The changes to Alternate 3B from how it was presented in the DEIS are not significant and the resulting changes in the anticipated impacts are not significant as shown in the Summary of Impacts Table (Table S-1).

5. Alternate 4 - Freeway (Figure 11-36 through 11-42)

Alternate 4, like Alternate 3, proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access from I-95 to Maryland Route 3/1-97. This alternate takes a northerly route around Dorsey and the industrial parks fronting on Maryland Route 176. Interchanges for this alternate would be located at U.S. Route 1, Maryland Route 295, New Ridge Road (extended), Maryland Route 176 near Maryland Route 170 and Maryland Route 3/1-97. This freeway would have four lanes from I-95 to the Maryland Route 176 Interchange and six lanes from Route 176 to I-97. The design speed for the mainline is 70 miles per hour except in the vicinity of the I-97 Interchange where the design speed is 60 miles per hour. The interchange, service roads and relocated Maryland Route 176 (Dorsey Road) options at U.S. Route 1 are the same as described for Alternate 2.

Beginning at I-95 (Figure 11-36), Alternate 4 would follow the same alignment as Alternates 2 and 3 to a point approximately 1,300 feet west of the crossing for the Chessie System Railroad (Figure 11-37). Here the alignment would begin curving to the northeast, crossing the railroad approximately 1,900 feet north of existing Maryland Route 176, and 300 feet north of where Alternates 2 and 3 cross the railroad.

After Alternate 4 bridges over the railroad and O'Conner Road, it would continue curving in a northeasterly direction and would bridge over the railroad spur which services the Parkway Industrial Center. The

alignment would then curve to the southeast and cross through the southern section of the Patapsco Valley State Park (Figure 11-38) approximately 900 feet north of Deep Run and Race Road. Alternate 4 would bridge over Race Road approximately 700 feet north of the location where Race Road takes a sharp curve to the north.

Alternate 4 would then bridge over and interchange with Maryland Route 295 approximately 1 mile north of the existing interchange of Maryland Routes 295 and 176 and approximately 2,000 feet south of Hanover Road. The proposed Maryland Route 295 interchange configuration would include three loop ramps, one in each of the quadrants except for the southwest quadrant; a directional ramp for the traffic from southbound Maryland Route 295 desiring to go eastbound on Alternate 4 and four outer ramps for right turning movements. The ramps on the west side of Maryland Route 295 would be mostly on bridge structures because these ramps would cross the Deep Run flood plain.

Alternate 4 would continue southeasterly just south of Weeping Willow Road. The alignment would cross the southernmost 200 feet of Bentwoods Road. The freeway would then pass under Ridge Road (Figure 11-39) approximately 500 feet north of Cemetery Road.

The alignment would proceed easterly and interchange with the New Ridge Road extension. The alignment would bridge over this road extension approximately 1,300 feet north of the existing Charwood Road/New Ridge Road intersection and approximately 2,000 feet south of the relocated Stoney Run Road. The interchange would be essentially a conventional diamond with one loop in the northeast quadrant. Valley Road would be terminated just north of the location where it curves eastward.

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Alternate 4 would then curve to the southeast bridging over both AMTRAK and Maryland Route 170. The freeway would cross Maryland Route 170 approximately 2,200 feet south of the relocated Stony Run Road bridge over Maryland Route 170.

The freeway would proceed in a southeasterly direction across the southwest corner of the Baltimore-Washington International Airport property. The freeway would cross and close the section of Old Telegraph Road that is on airport property (Figure 11-40).

Alternate 4 would bridge over and interchange with Maryland Route 176 approximately 1,500 feet east of the intersection of Maryland Routes 652 and 176 (Figure 11-41). The interchange would be essentially a conventional diamond with one loop provided in the northeast quadrant and no ramps in the southeast quadrant.

South of Maryland Route 176, the Alternate 4 alignment is identical to Alternate 2, Option A except that W.B. & A. Road would be closed by this alternate. Alternate 4 would continue to the southeast until it interchanges with the Interstate 97/Maryland Route 100 interchange (Figure 11-42). This proposed interchange would be the same as described previously.

Alternate 4 was not selected for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park, a 4(f) resource, which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, Alternate 4 does not provide the required service to areas of Howard and Anne Arundel Counties which are planned for development. Alternate 4 also traverses the southwestern corner of the Baltimore-Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a

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tunnel through this area which would cause the total cost of Alternate 4 to be up to \$65 million greater. The Federal Aviation Administration is opposed to Alternate 4 (see letter dated October 26, 1986 in Section VI).

Alternate 4 would also require the relocation of residences from Queenstown, a unique and distinct minority community and would be a physical and psychological barrier that would separate this community into north and south sections.

6. Crossover Option (Alternate 3 to Alternate 4)
(Figures 11-43 and 11-44)

This Crossover Option proposes utilizing Alternate 3 west of Maryland Route 295 and Alternate 4 east of New Ridge Road. The Crossover Option proposes the construction of Maryland Route 100 as a multi-lane freeway with full control of access and the same number of lanes and design speed as proposed for the respective segments of Alternates 3 and 4. The crossover segment from Maryland Route 295 to New Ridge Road would have four lanes and a mainline design speed of 70 miles per hour.

The Crossover Option would utilize the same full cloverleaf interchange with Maryland Route 295 (Figure 11-43) as described for Alternate 3. However, beyond this interchange, the Crossover alignment would curve in a northeasterly direction and cross beneath the existing Ridge Road (Figure 11-44) approximately 600 feet south of Cemetery Road. The alignment of the Crossover Option would then curve to the southeast and bridge over and interchange with the New Ridge Road extension. This interchange would be the same as described for Alternate 4. Beyond the interchange, the Crossover alignment would tie into the Alternate 4 alignment.

For this option, Wright Road would be relocated. This relocated road would curve towards the northeast, go through the existing park and ride lot and then tie into existing Maryland Route 176.

The Crossover Option was not selected because it has the same impacts on the BWI Airport and Queenstown as described for Alternate 4 and because it does not provide the required service to an area of Anne Arundel County that is planned for development.

7. Alternate 4/3B

In response to comments received at the Combined Location/Design Public Hearing, an alternate that combined Alternate 4 with Alternate 3-Option B was studied. This alternate, designated Alternate 4/3B, would follow the same alignment as Alternate 4 from I-95 to the Dorsey Road Interchange (see Figure 11-36 through 11-41). South of Dorsey Road, the alignment would curve easterly (see Figure 11-45) and follow the Alternate 3-Option B alignment from W.B.&A. Road to I-97 (see Figures 11-21 and 11-22).

Alternate 4/3B was not selected because it would have the same impacts on the Patapsco Valley State Park and the BWI Airport as described for Alternate 4 and because it does not provide the required service to areas of Howard and Anne Arundel Counties that are planned for development.

8. Project Costs

Total construction and right-of-way costs for each of the alternates are summarized in Table No. 11-1. The right-of-way costs include costs of land, improvements, relocation assistance costs, contingencies,

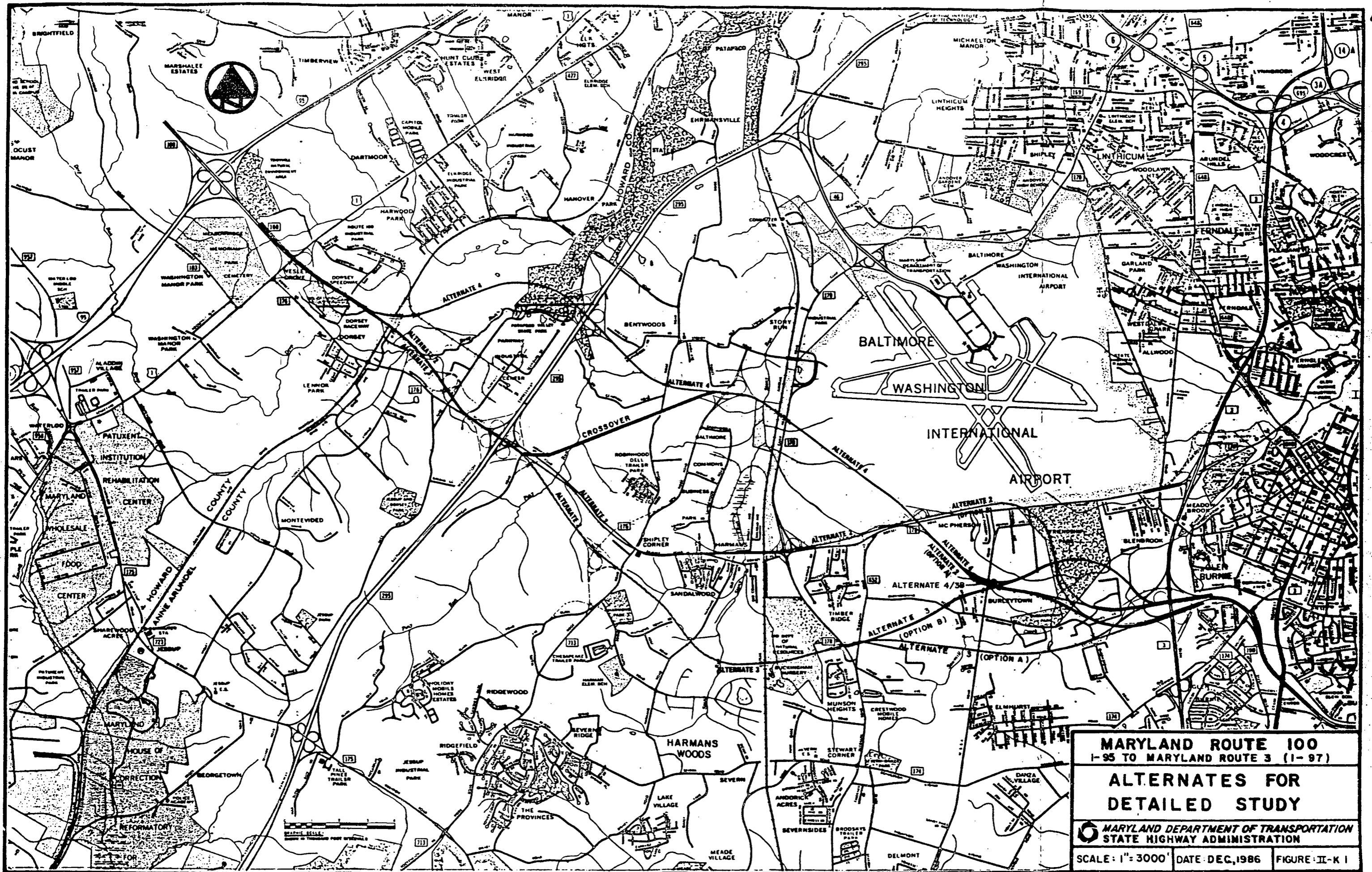
administrative and overhead expenses. The construction costs include clearing the right-of-way, earthwork and grading, drainage and related structures, roadway base and surface, roadside development, major and miscellaneous structures, contingencies, construction engineering and administrative and overhead expenses.

TABLE NO. 11-1
PROJECT COST ESTIMATES
(millions of dollars)

	<u>Right-of Way and Relocation</u>	<u>Construction</u>
No-Build Alternate	0	0
Alternate No. 2 - Option A	12.6	101.6
Alternate No. 2 - Option B	17.4	103.8
Alternate No. 3	24.7	119.1
Maryland Route 295 Interchange Option	+0.1*	+0.6*
Maryland Route 713 Interchange Option	+0.2*	-0.7*
Maryland Route 170 Interchange Option	+0.6*	+2.7*
Alternate 3 - Option B	23.8	130.1
Alternate 3 B (Modified)		
Selected Alternate	23.8	133.2
Alternate No. 4	19.0	105.8**
Alternate No. 3 - Crossover -		
Alternate No. 4	19.0	119.1
Alternate 4/3B	19.0	109.0**




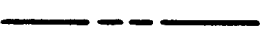


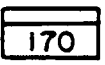








* Note that these costs represent the difference between the interchange shown and its option. A positive cost indicates that the interchange option is more expensive than the one shown.

** Note that these costs will increase by \$45 to \$65 million depending upon the requirements of building tunnels through the Baltimore-Washington International Airport.









MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATES FOR
DETAILED STUDY
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 SCALE: 1" = 3000' DATE: DEC, 1986 FIGURE: II-K 1

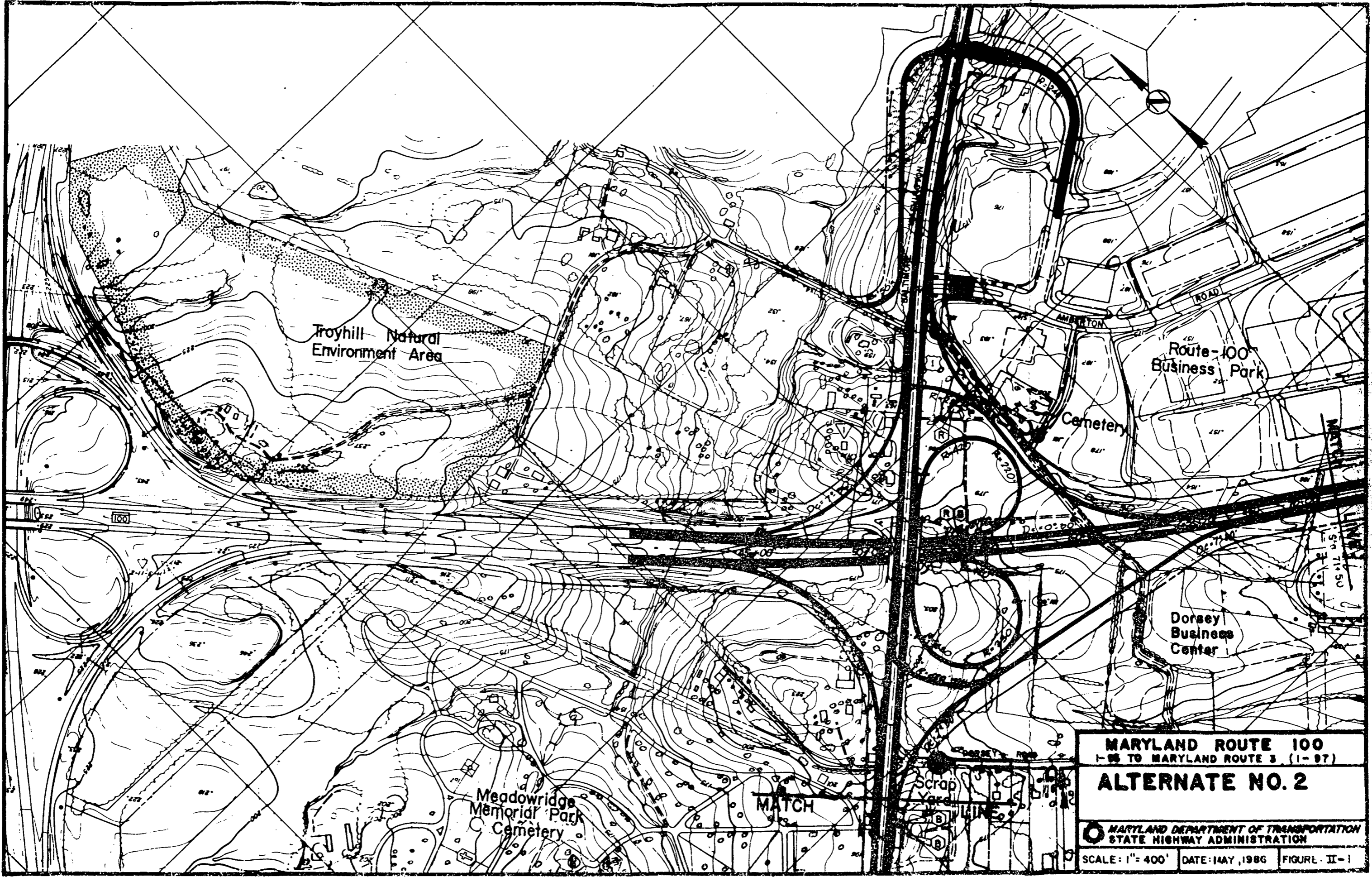
LEGEND

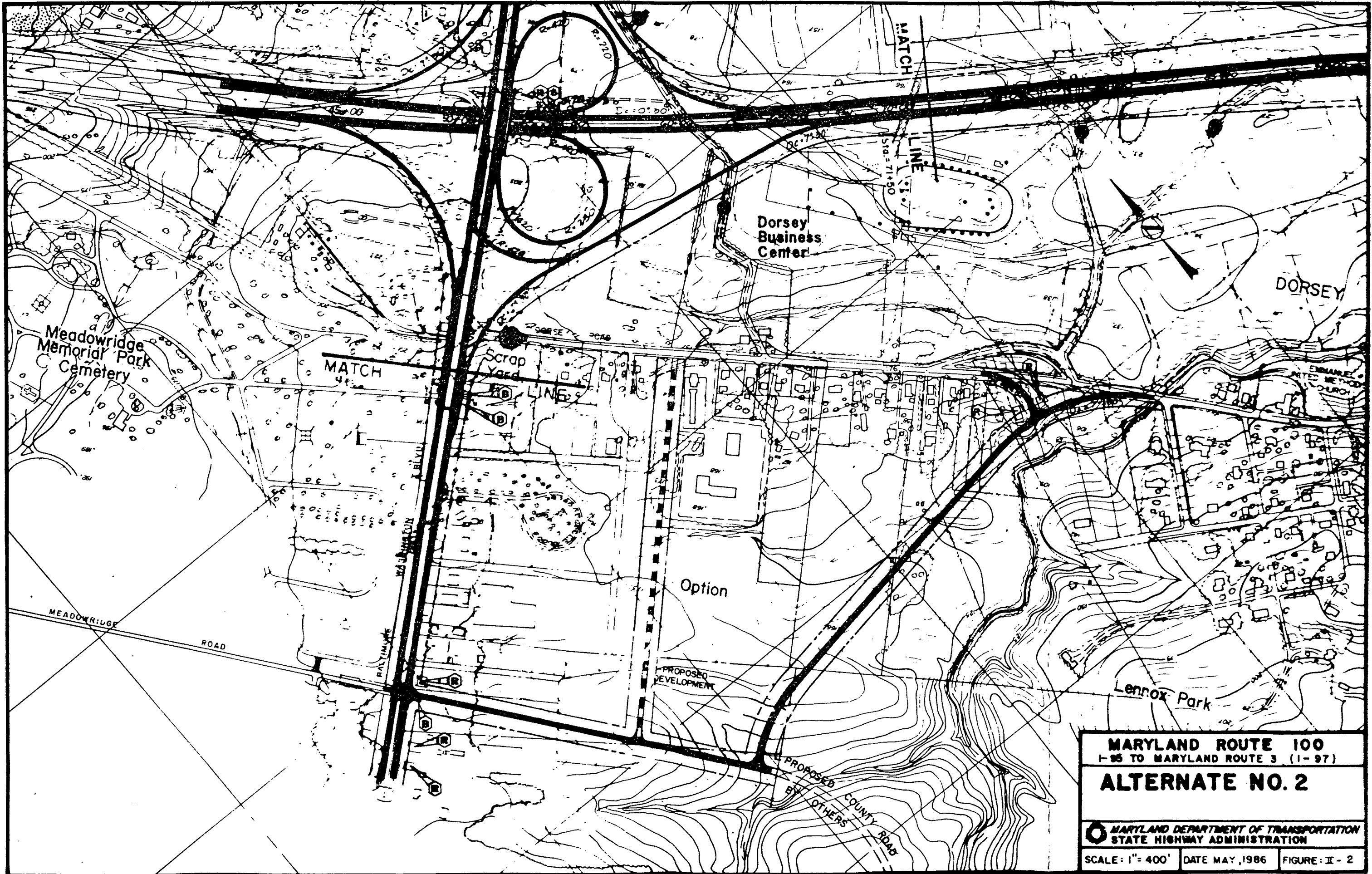
-  POSSIBLE ROADWAY CONNECTION
-  PROPOSED STRUCTURE
-  PROPOSED ROADWAY
-  PROPOSED RIGHT OF WAY (APPROX.)
-  EXISTING RIGHT OF WAY OR PROPERTY LINE
-  CUL-DE-SAC
-  STATE ROUTE
-  U. S. HIGHWAY
-  INTERSTATE HIGHWAY
-  INDICATES PROPERTY TO BE ACQUIRED
-  RESIDENCE
-  BUSINESS
-  CHURCH
-  OTHER
-  AIR RECEPTOR/NOISE SENSITIVE AREA

SPECIAL PROPERTIES


-  PARK BOUNDARY
-  DEPARTMENT OF NATURAL RESOURCES FORESTRY BOUNDARY
-  HISTORIC BOUNDARY
-  B.W.I. AIRPORT BOUNDARY
-  100-YEAR FLOOD PLAIN BOUNDARY
-  WETLANDS BOUNDARY

MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)	
PLAN LEGEND	
<small>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</small>	
DATE: MAY, 1986	FIGURE: II-L

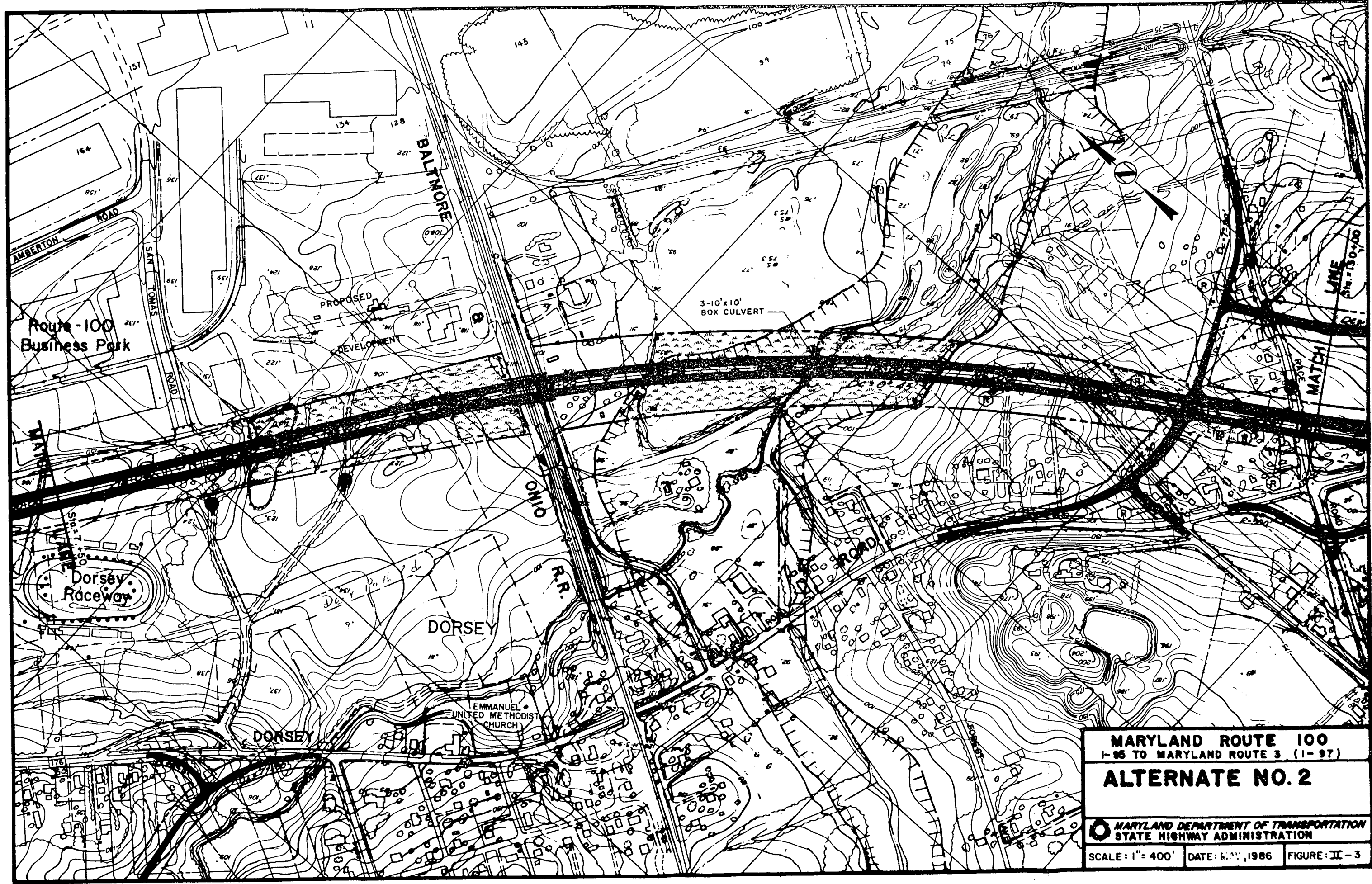




MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 2

 **MARYLAND DEPARTMENT OF TRANSPORTATION**
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE MAY, 1986 FIGURE: II - 2



Route-100 Business Park

PROPOSED DEVELOPMENT

3-10'x10' BOX CULVERT

MATCH LINE

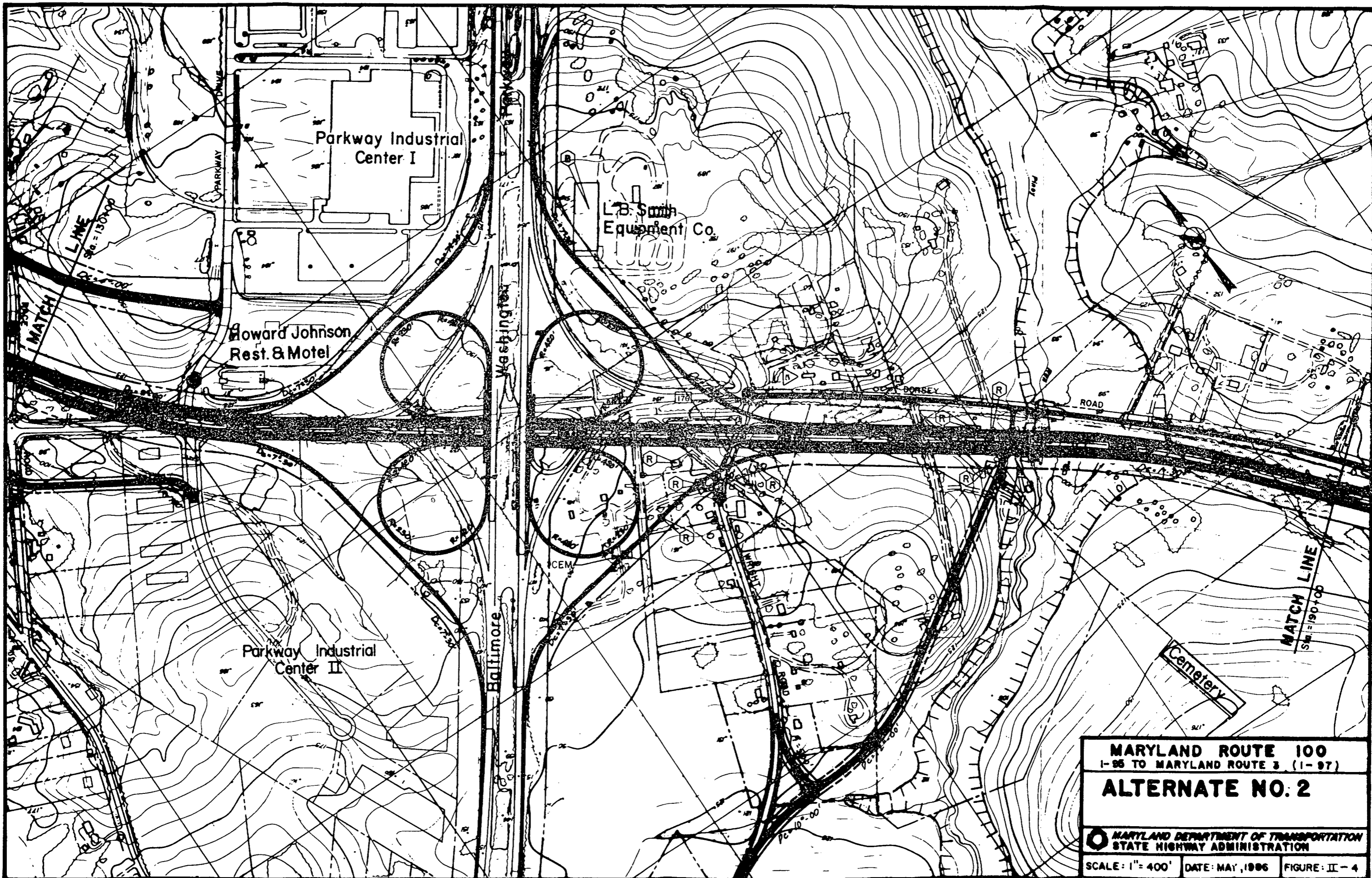
Dorsey Raceway

DORSEY

EMMANUEL UNITED METHODIST CHURCH

DORSEY

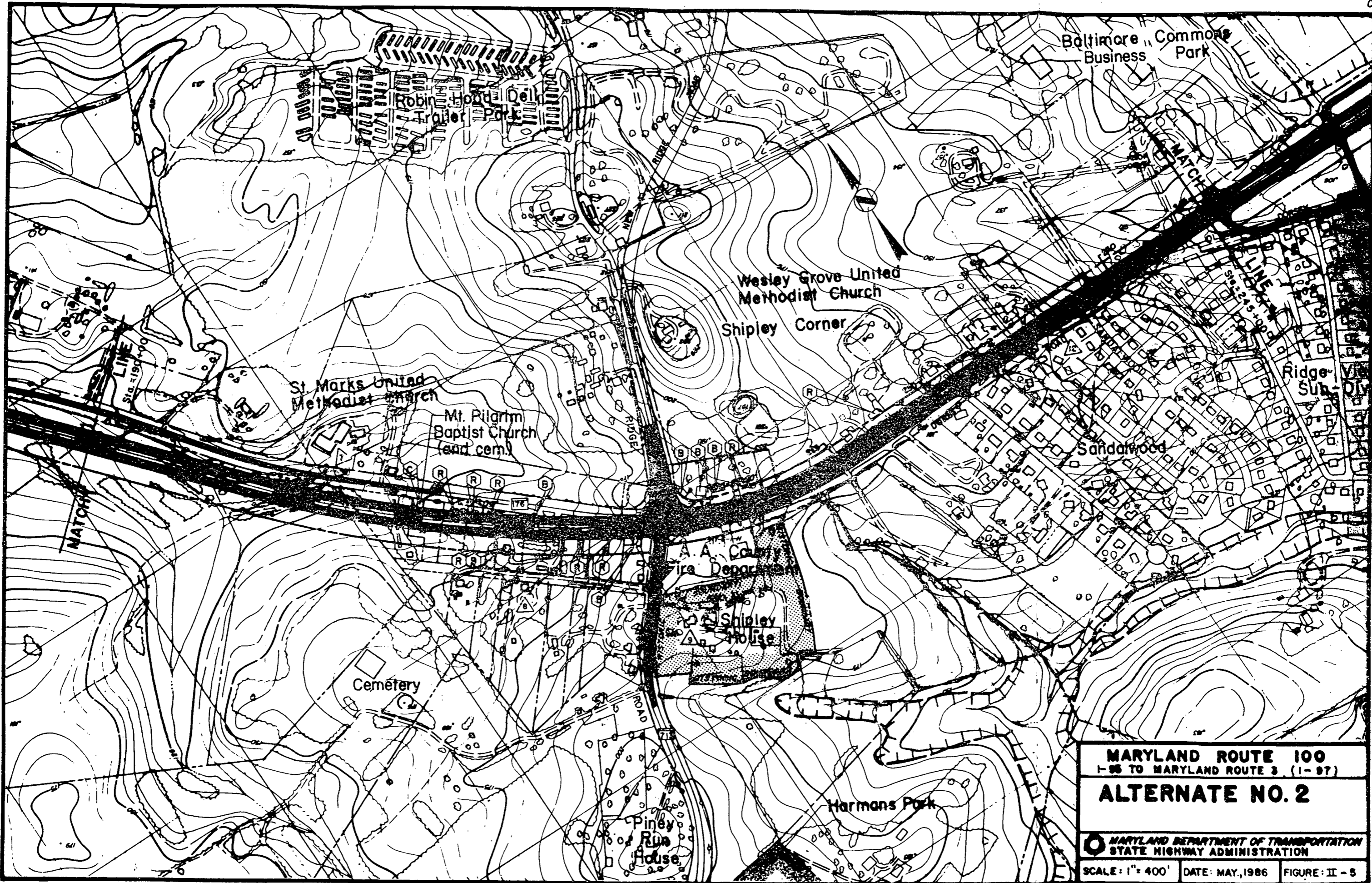
MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 2		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-3



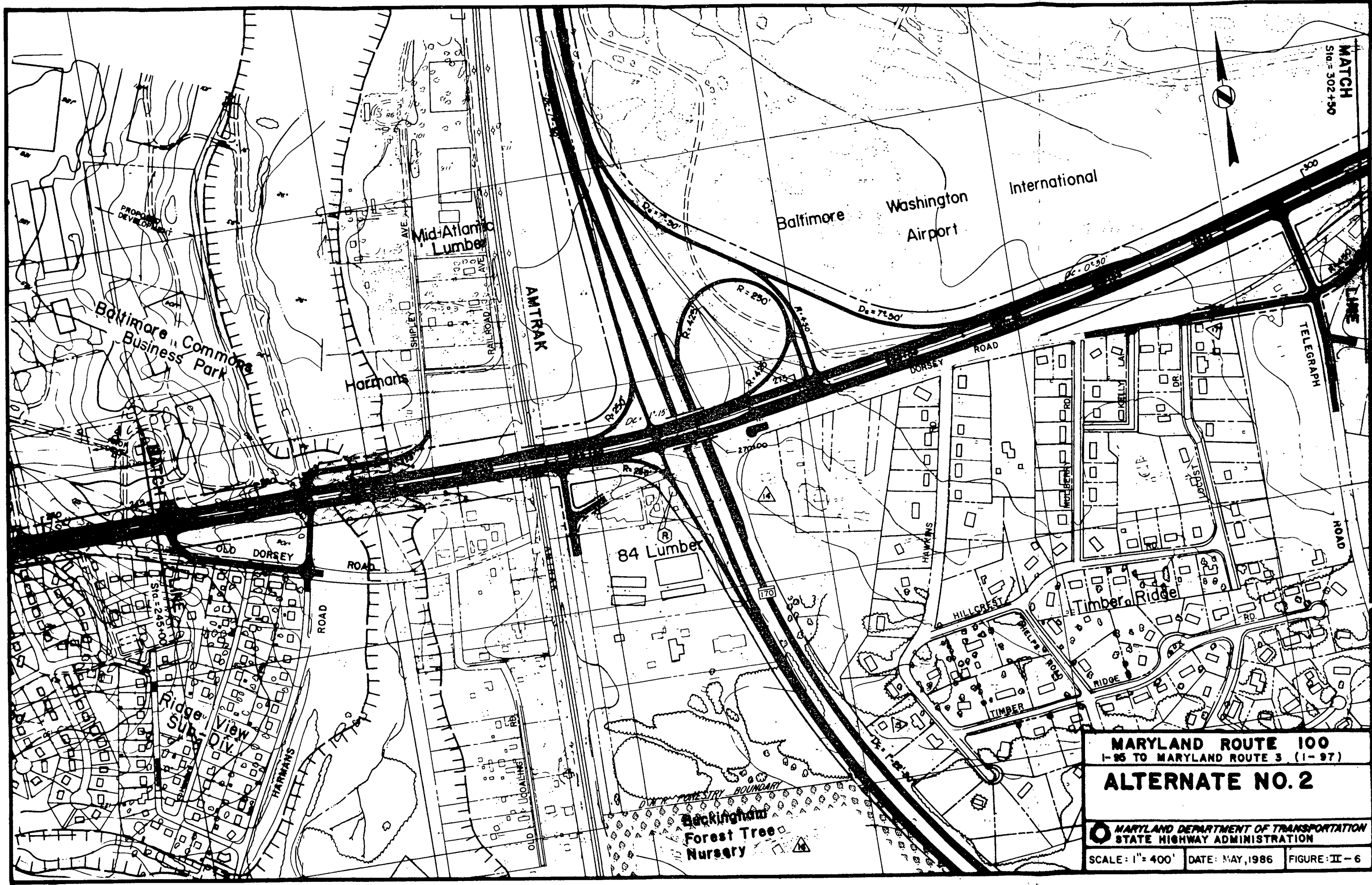
MARYLAND ROUTE 100
 I-85 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 2

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II - 4



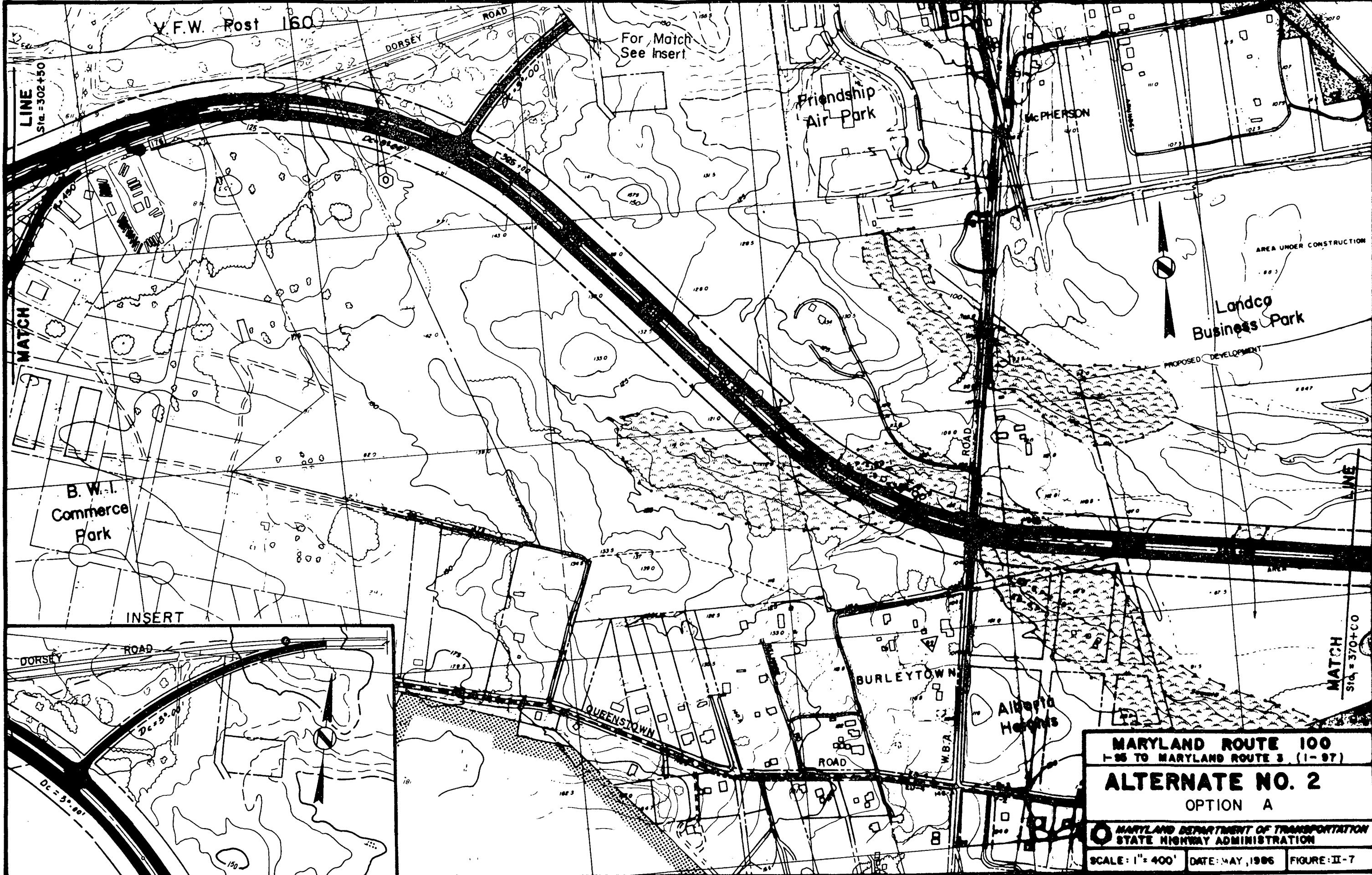
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 2		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II - 5



MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 2

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

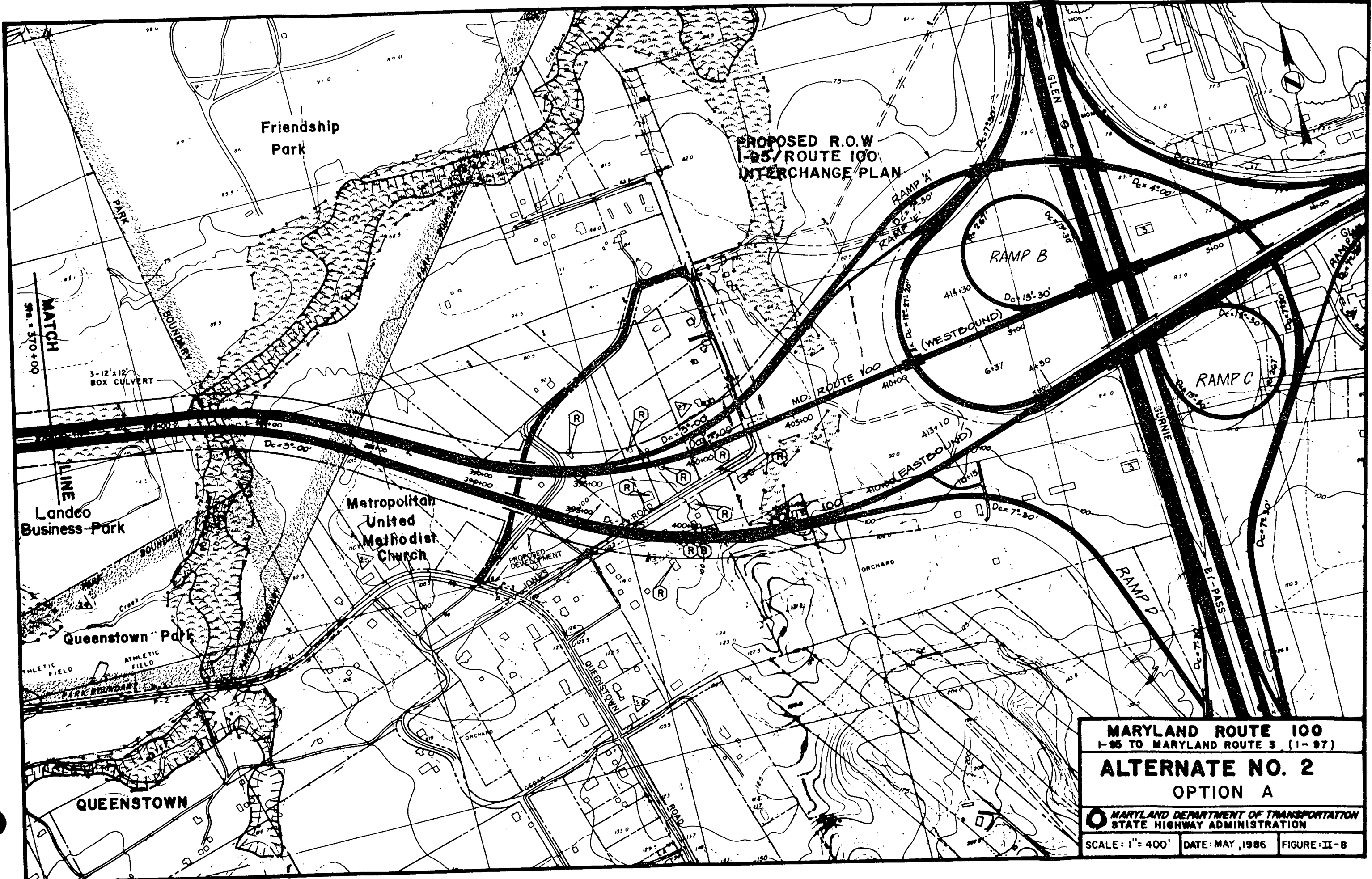
SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-6



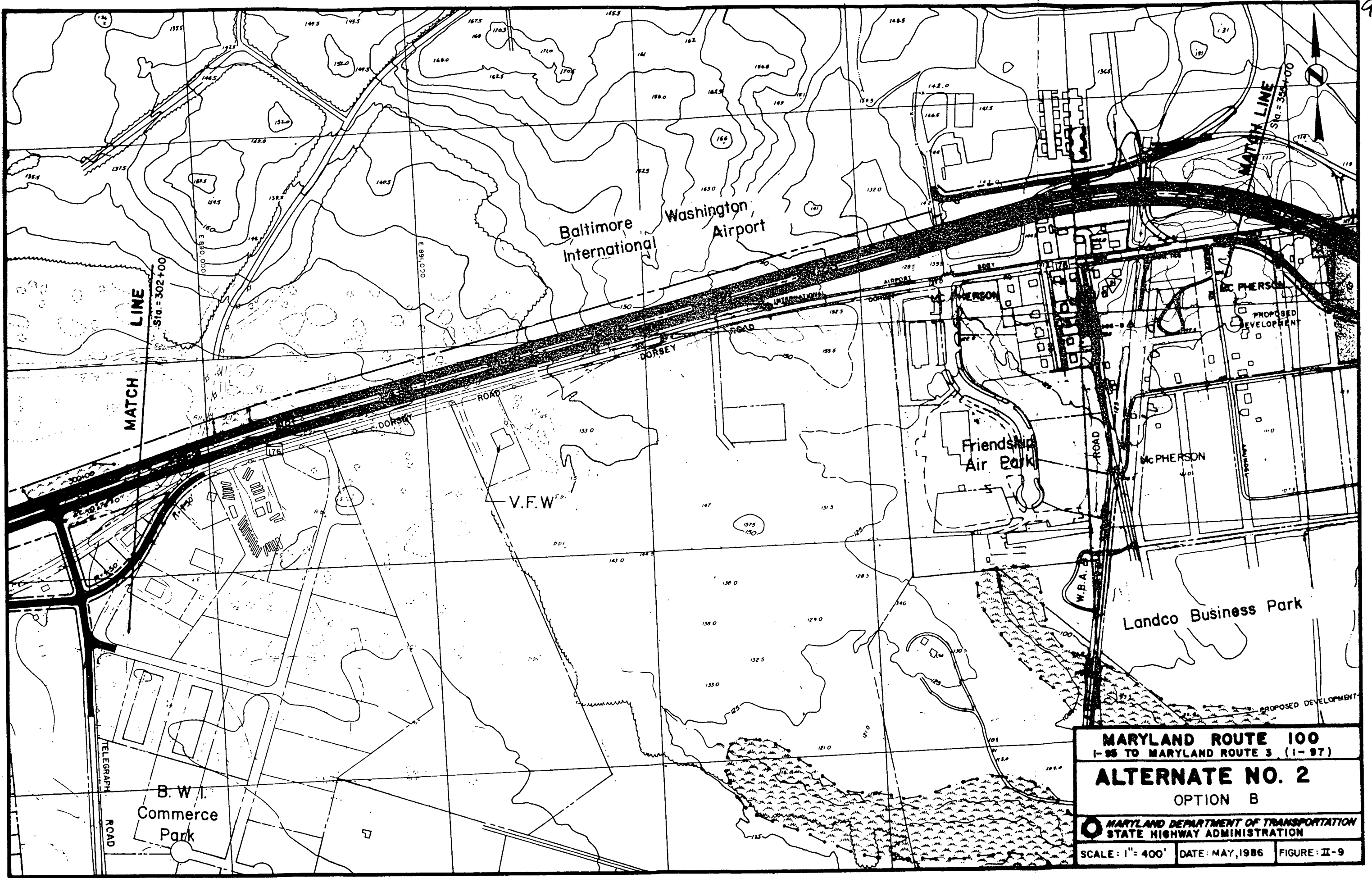
MARYLAND ROUTE 100
 1-96 TO MARYLAND ROUTE 3 (1-97)
ALTERNATE NO. 2
 OPTION A

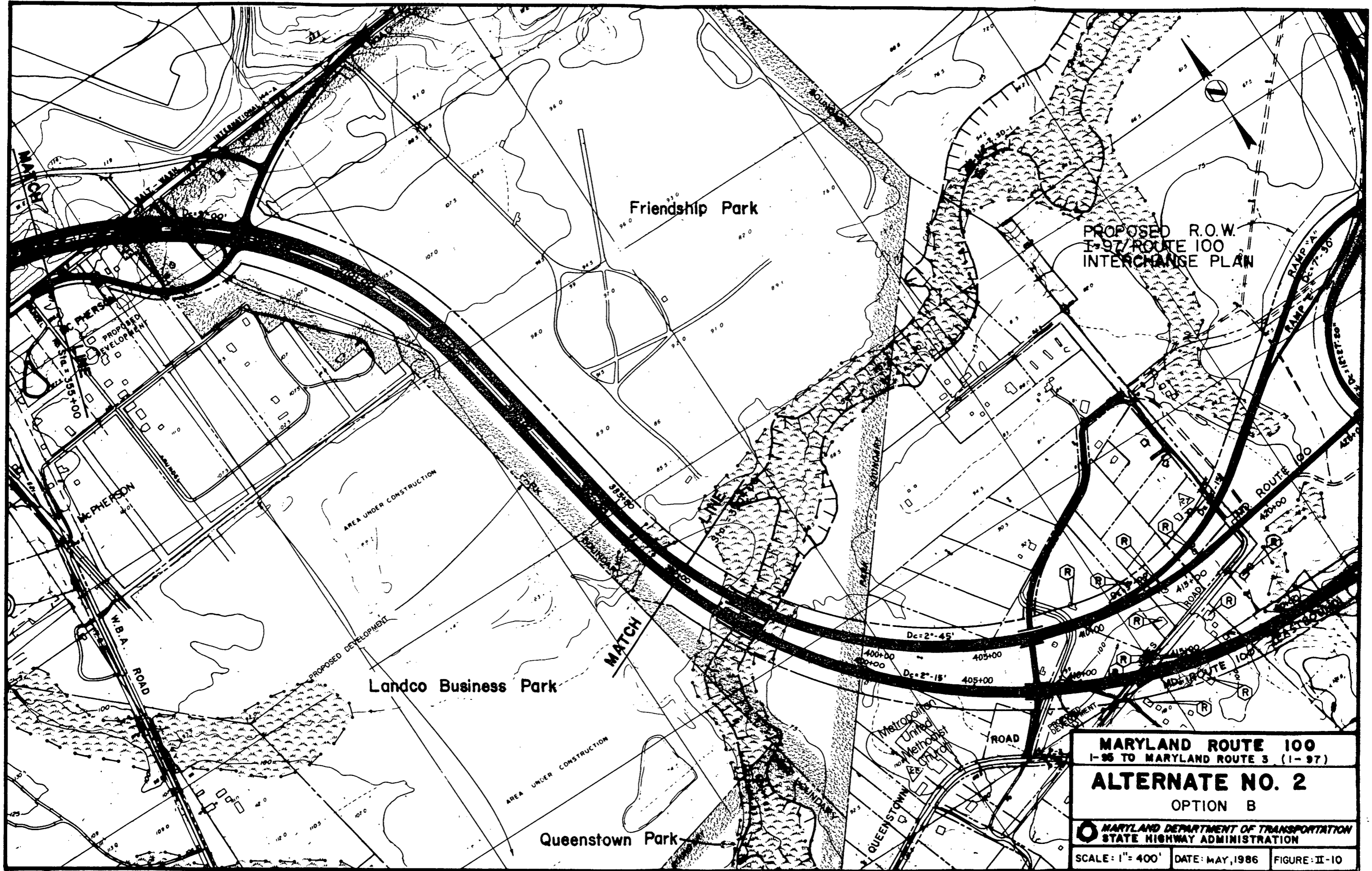
MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-7



MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 2		
OPTION A		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-8






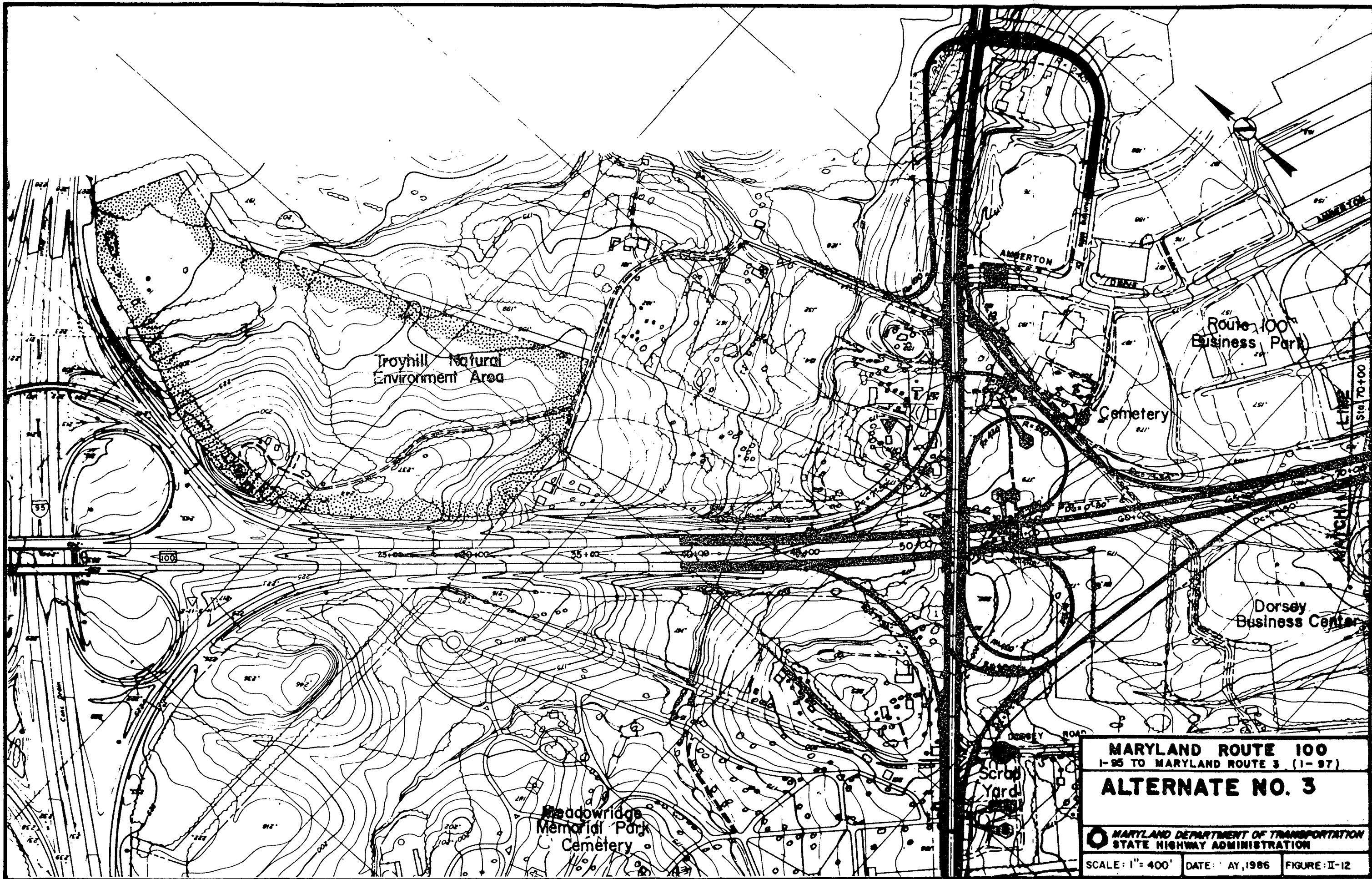
MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 2
 OPTION B

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-10



MARYLAND ROUTE 100		
I-97 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 2		
OPTION B		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-II

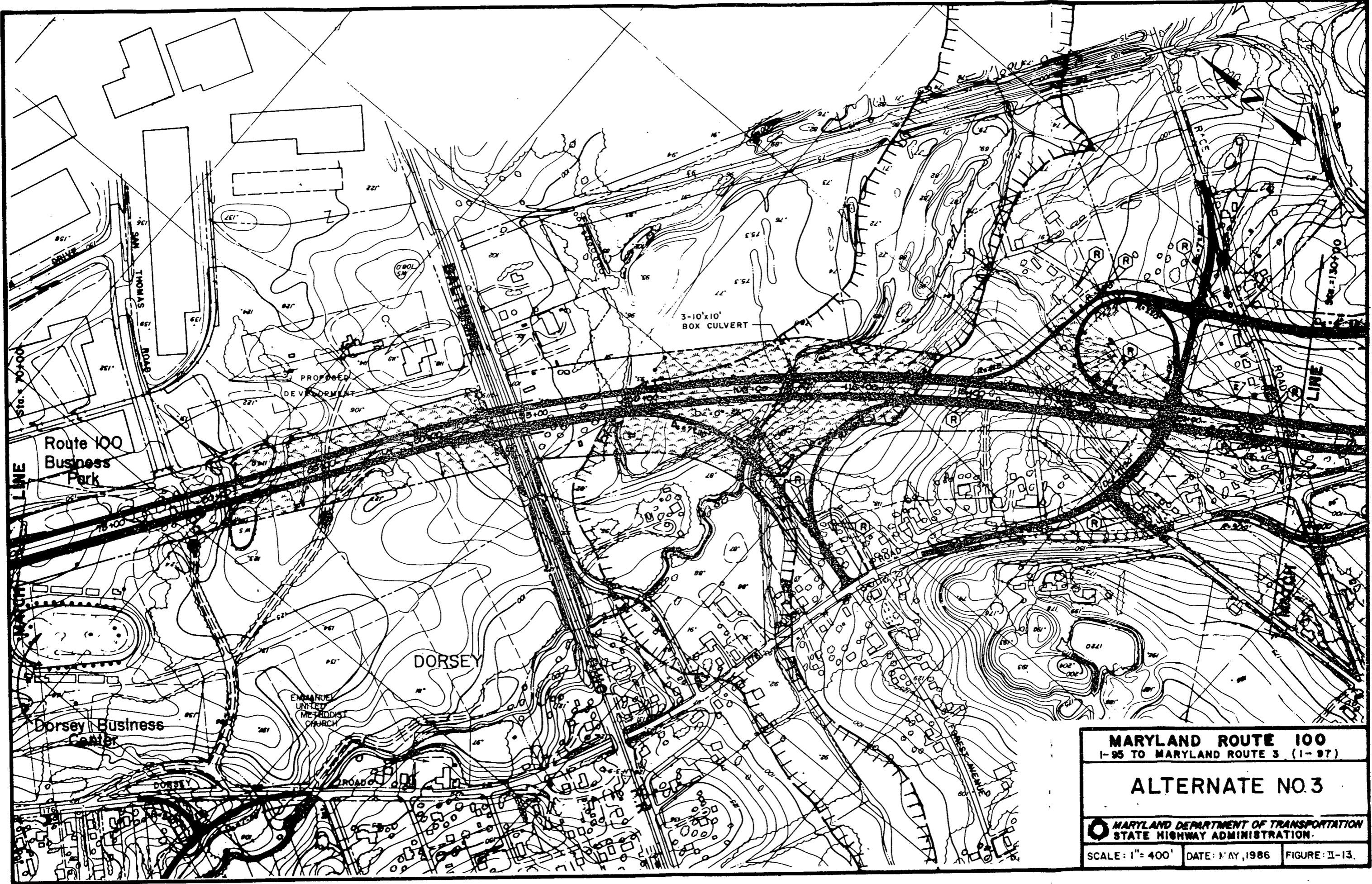



MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

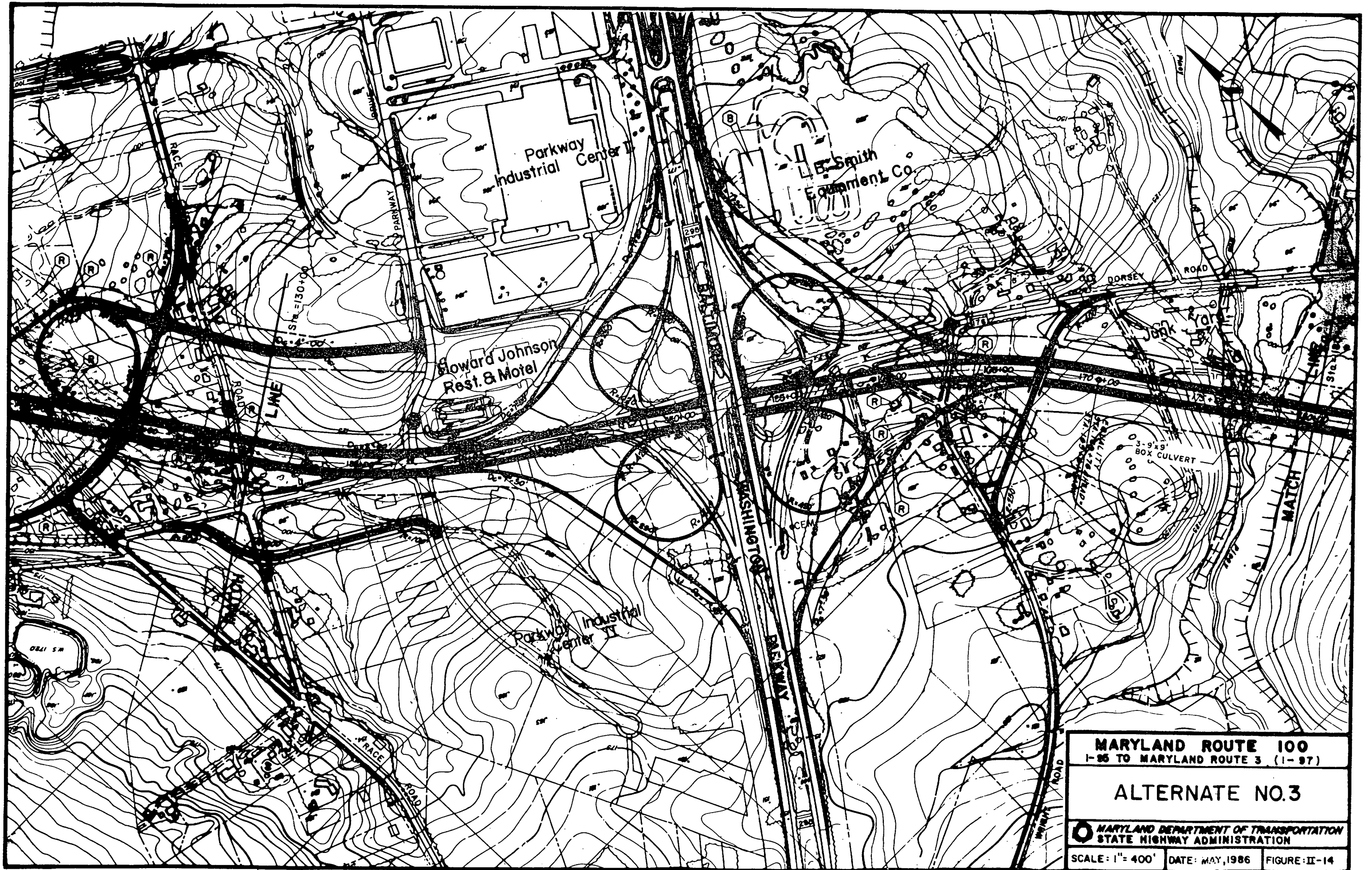
ALTERNATE NO. 3


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

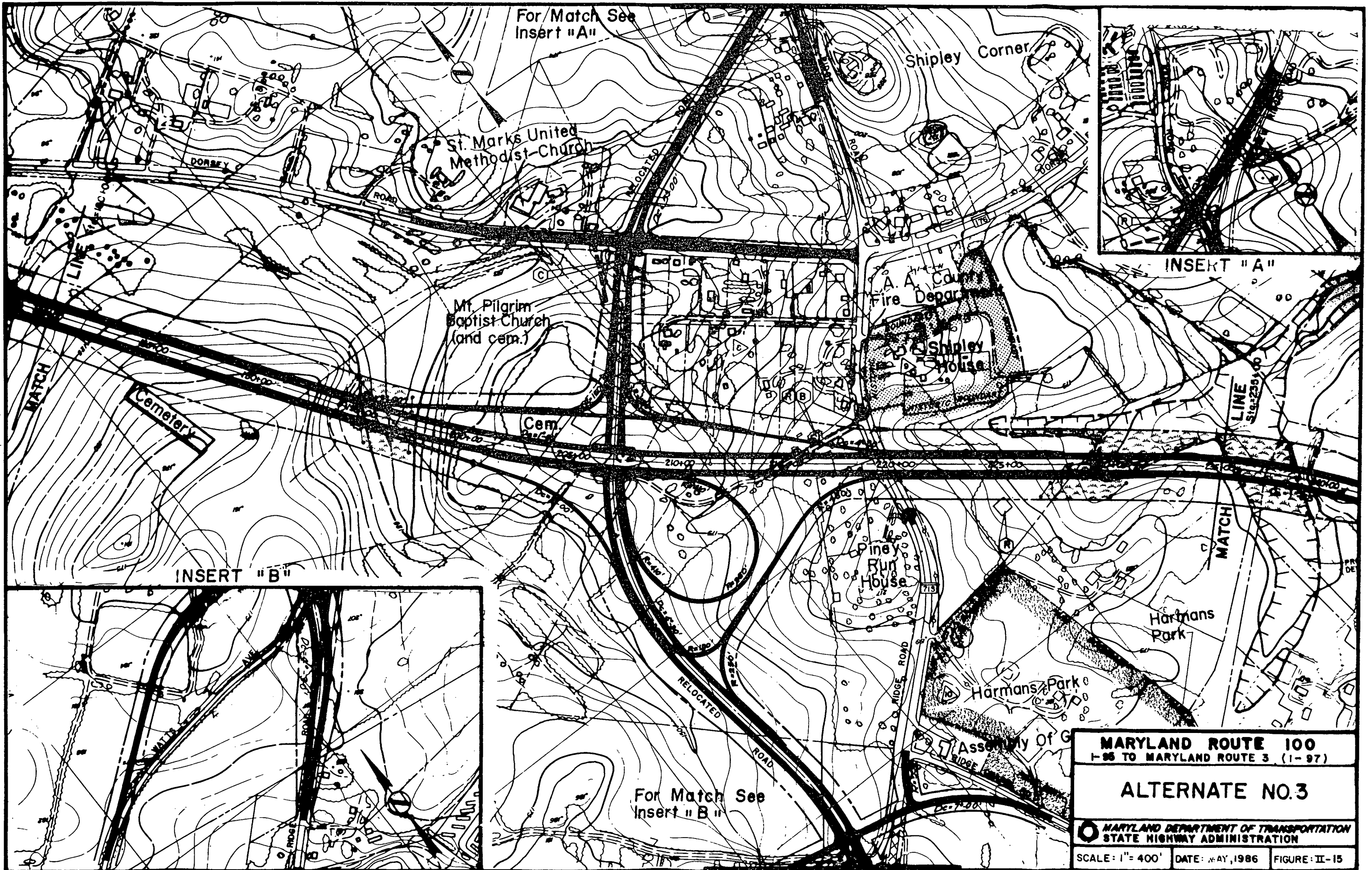
SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-12



MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO.3		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-13.



MARYLAND ROUTE 100		
I-85 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-14

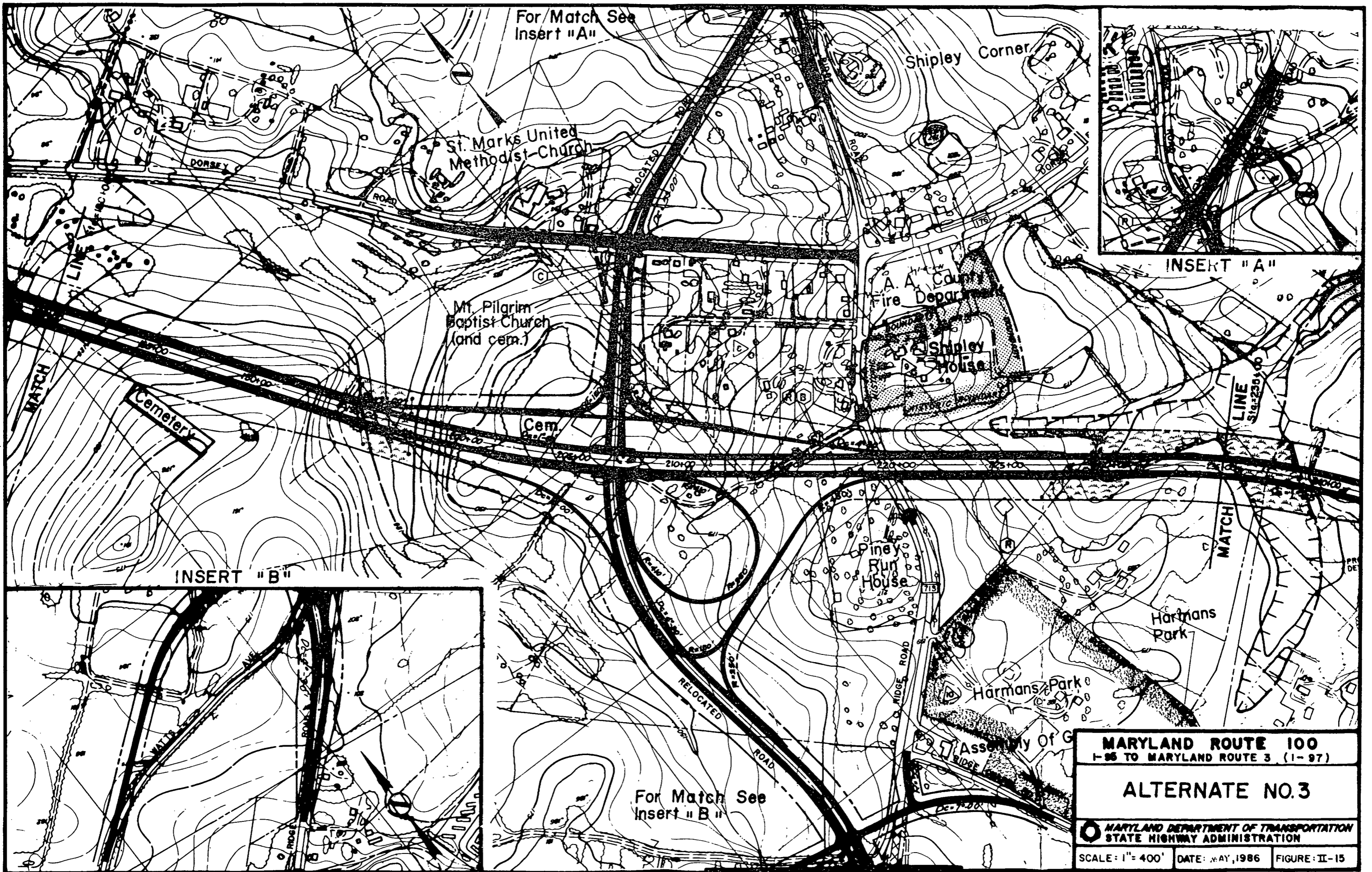


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

ALTERNATE NO. 3

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-15



For Match See
Insert "A"

Shipley Corner

St. Marks United
Methodist Church

Mt. Pilgrim
Baptist Church
(and cem.)

A. A. County
Fire Department

Shipley
House

Cemetery

Cem.

Piney
Run
House

Harmans
Park

Harmans Park

Assembly of G

MARYLAND ROUTE 100
I-95 TO MARYLAND ROUTE 3 (I-97)

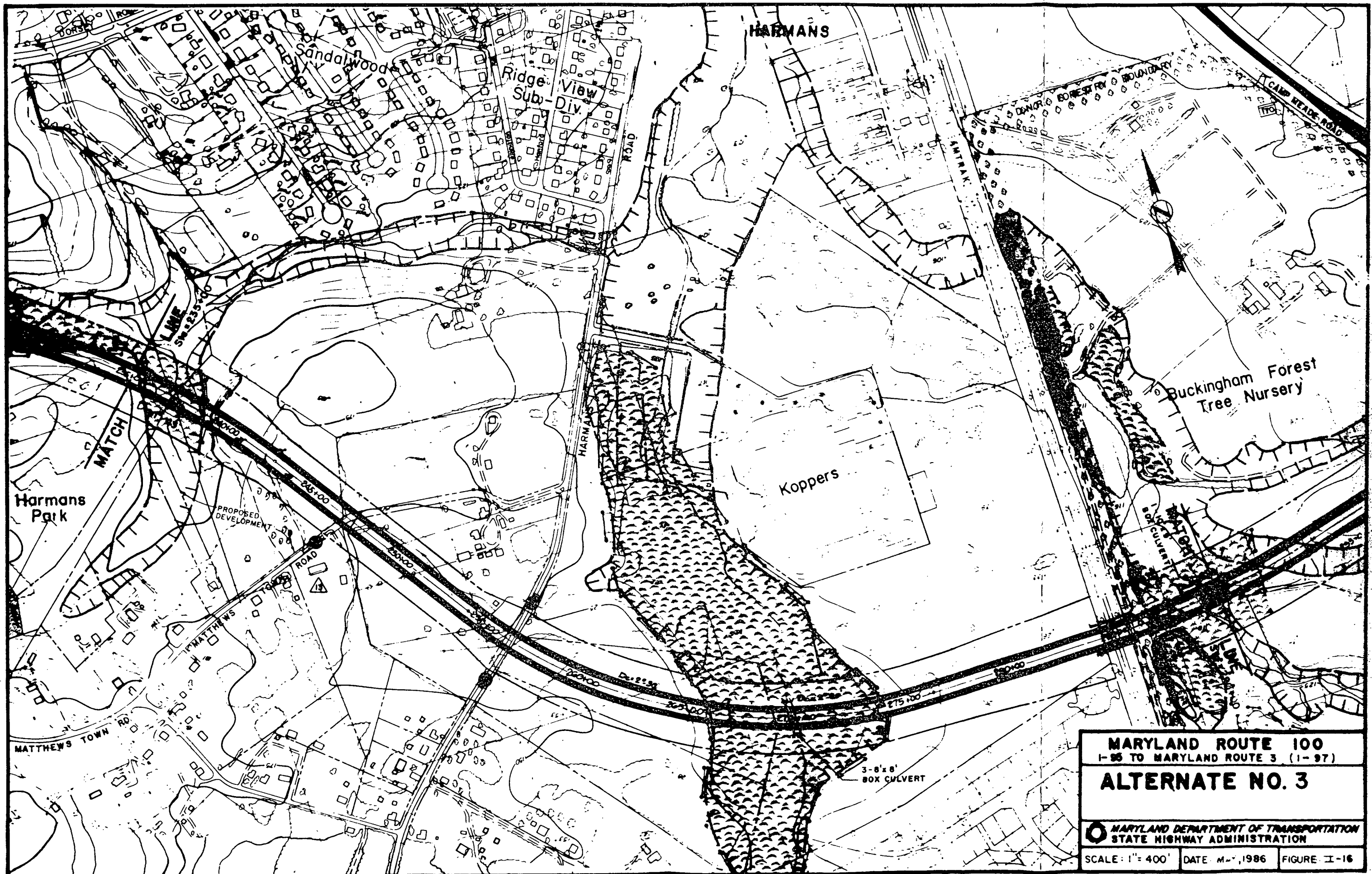
ALTERNATE NO. 3


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

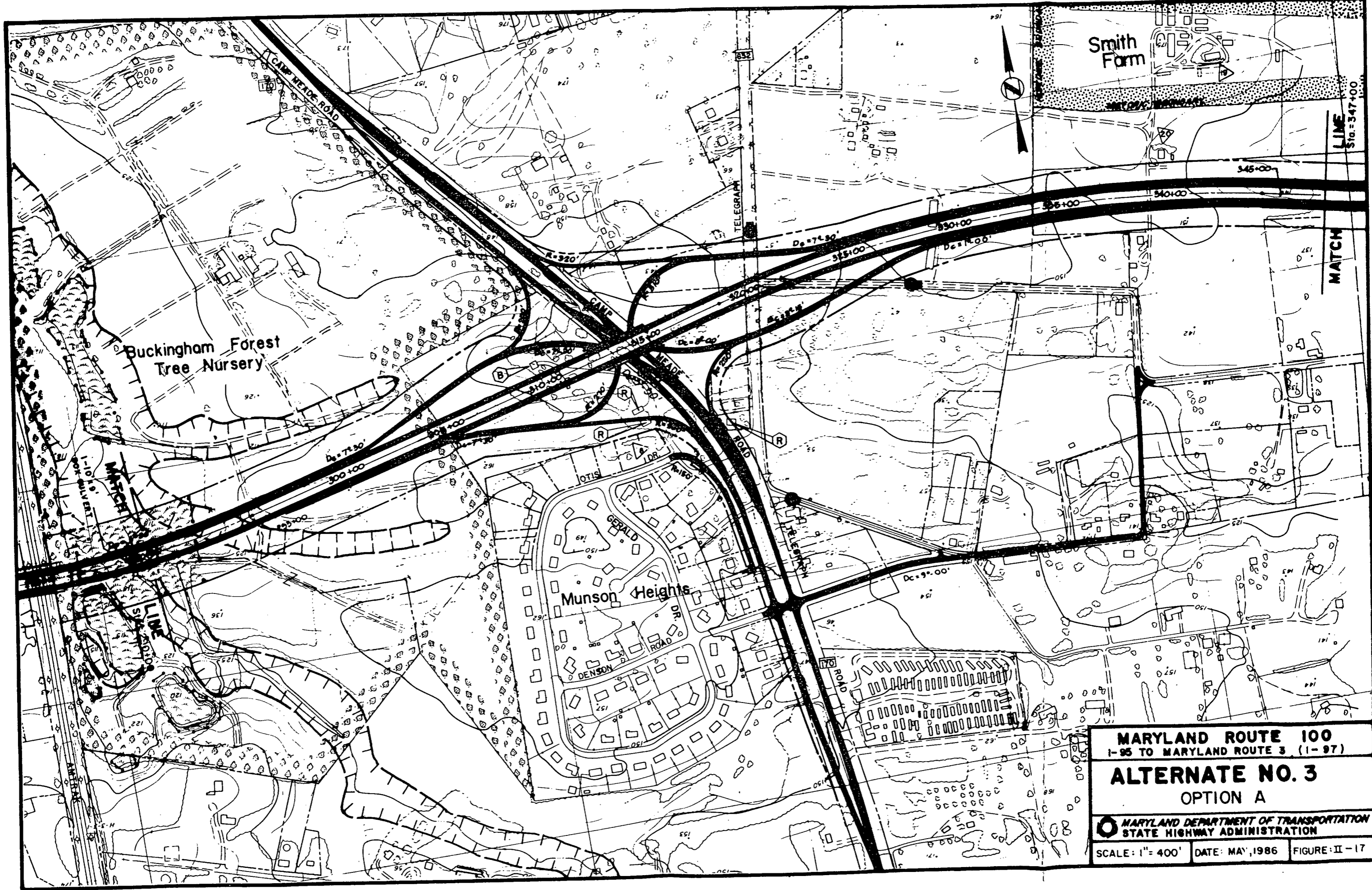
SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-15


INSERT "B"

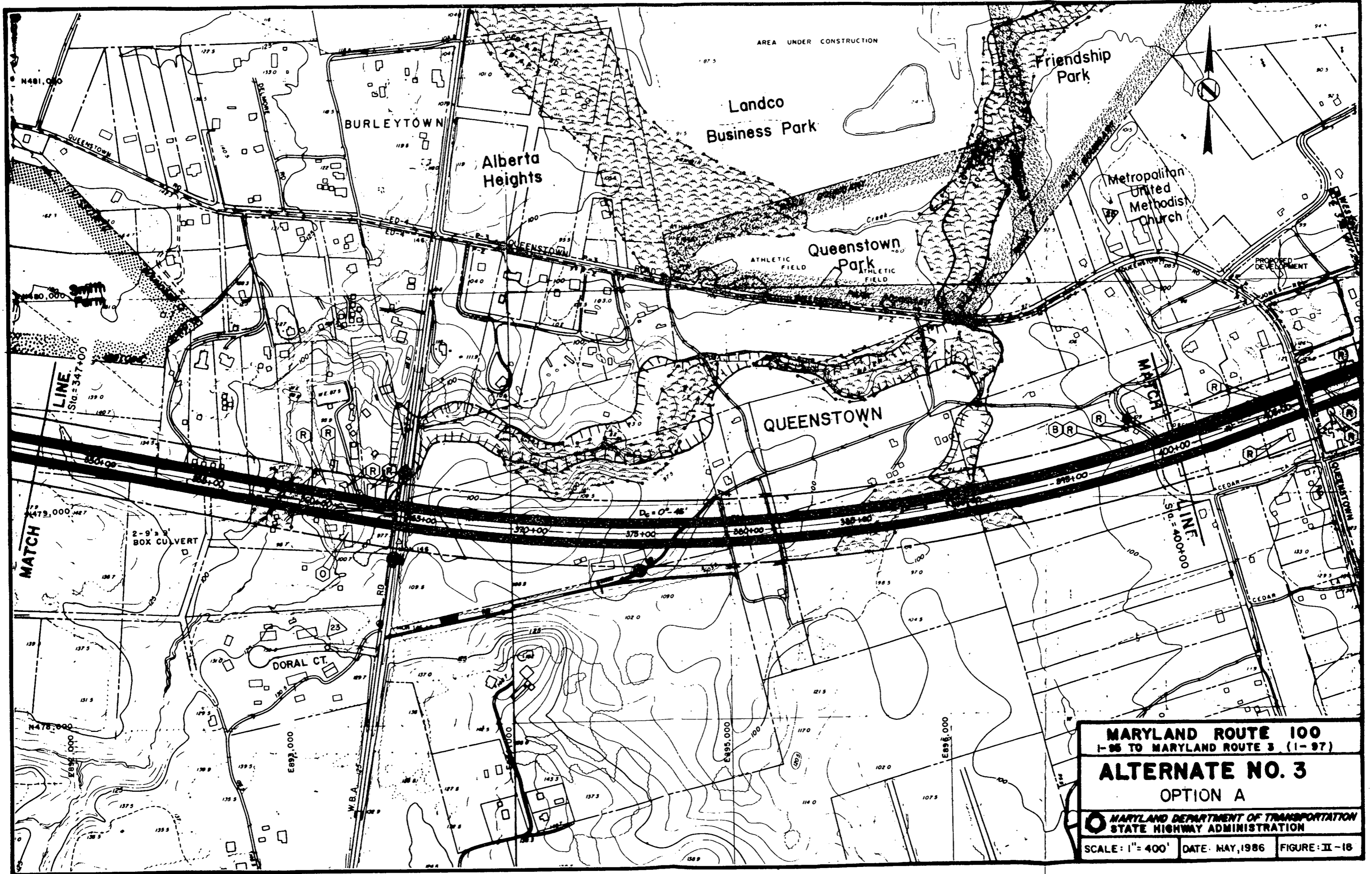
For Match See
Insert "B"




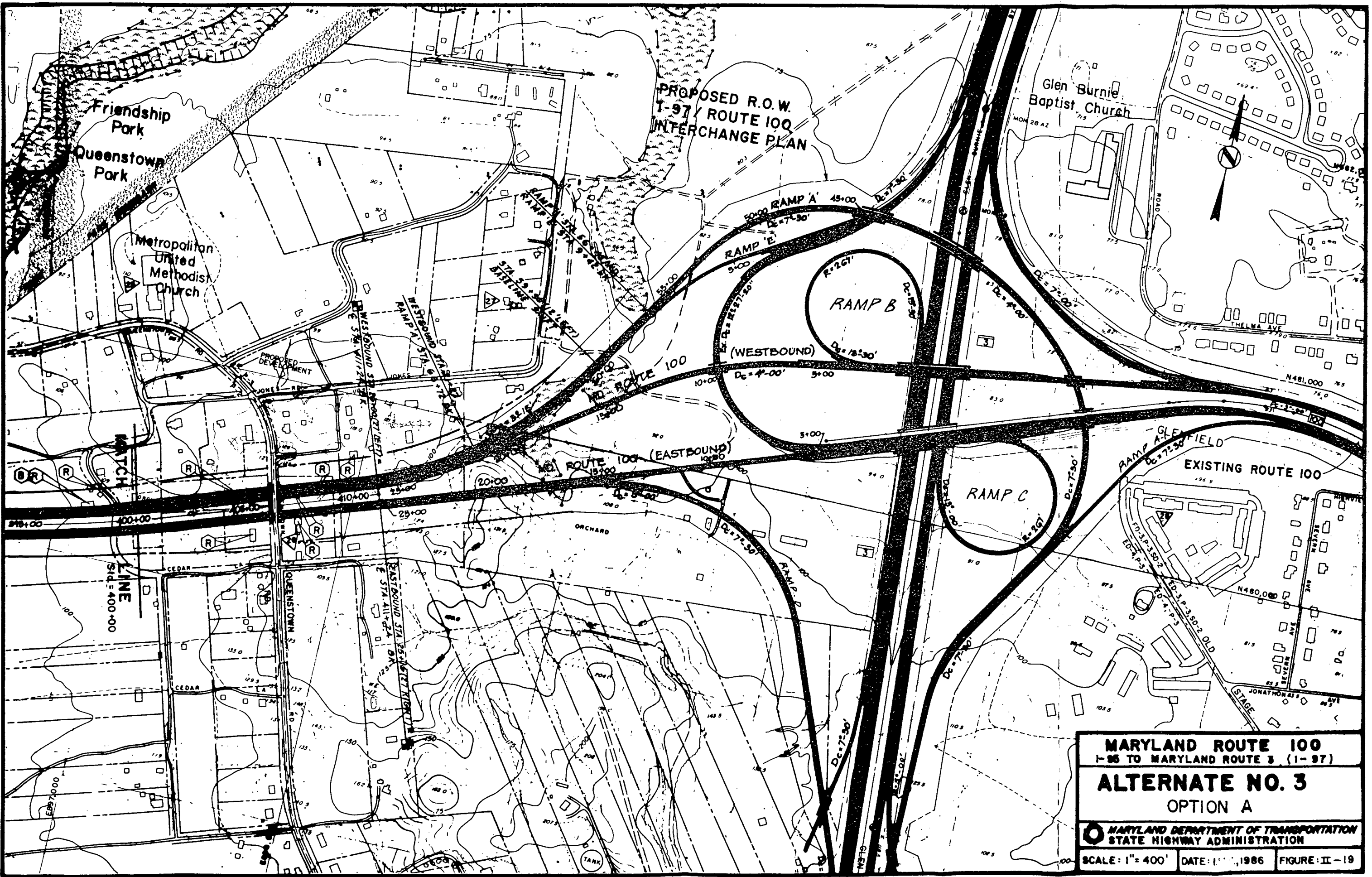
MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: M-7, 1986	FIGURE: I-16



MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
OPTION A		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-17



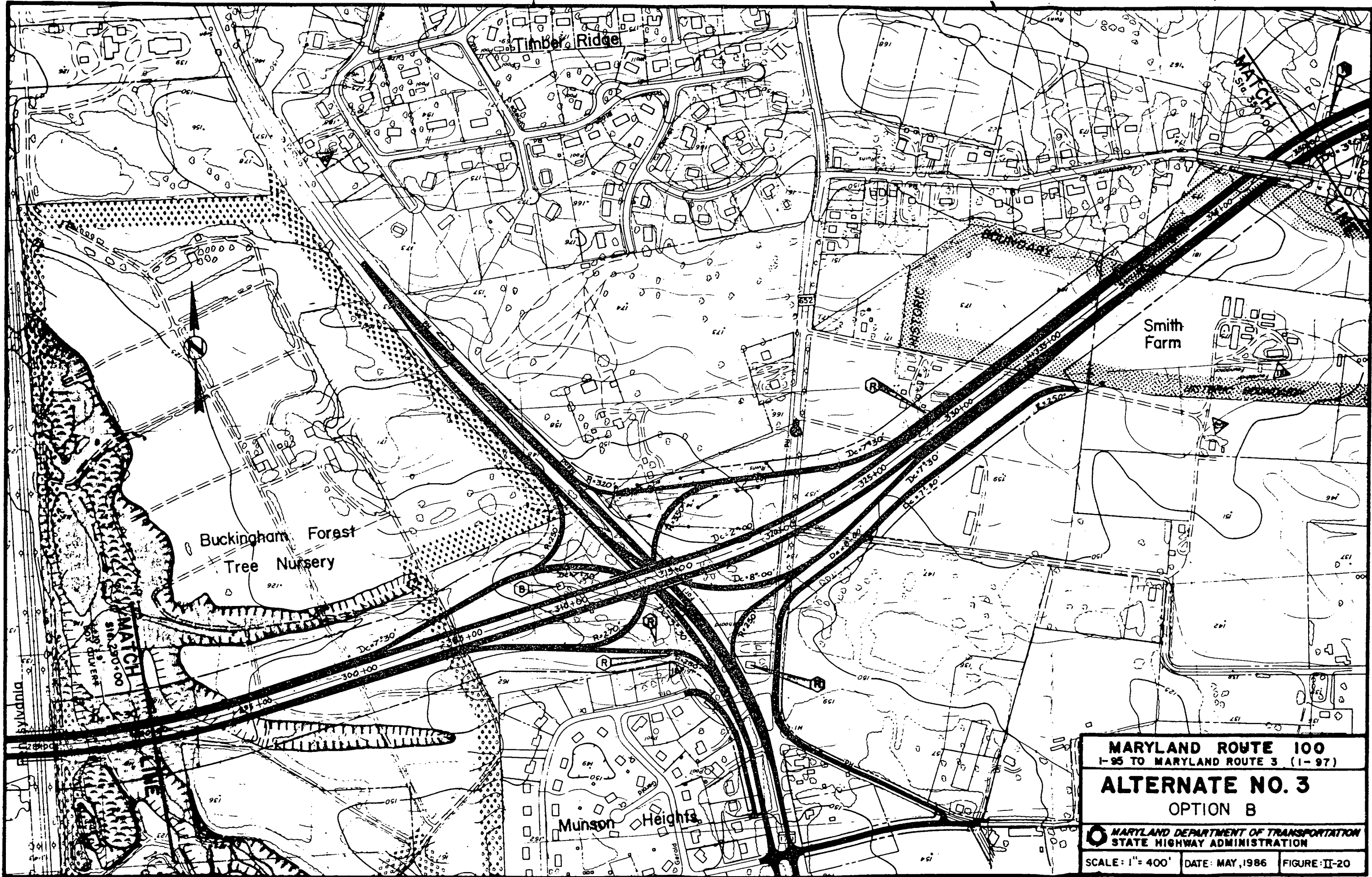
MARYLAND ROUTE 100		
1-95 TO MARYLAND ROUTE 3 (1-97)		
ALTERNATE NO. 3		
OPTION A		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-18



MARYLAND ROUTE 100
 I-97 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 3
 OPTION A

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

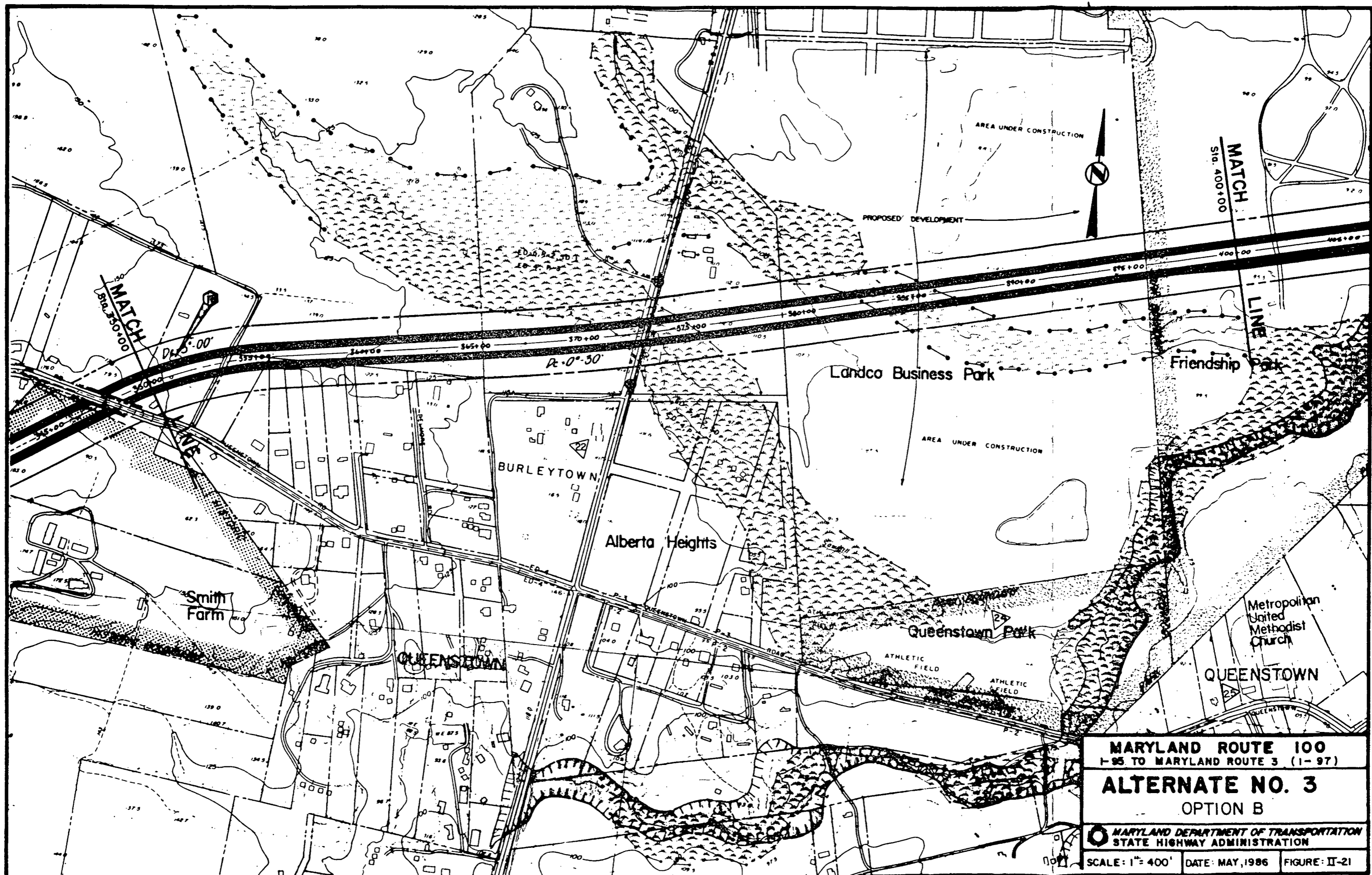
SCALE: 1" = 400' DATE: 11/1986 FIGURE: II-19



MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 3
 OPTION B

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

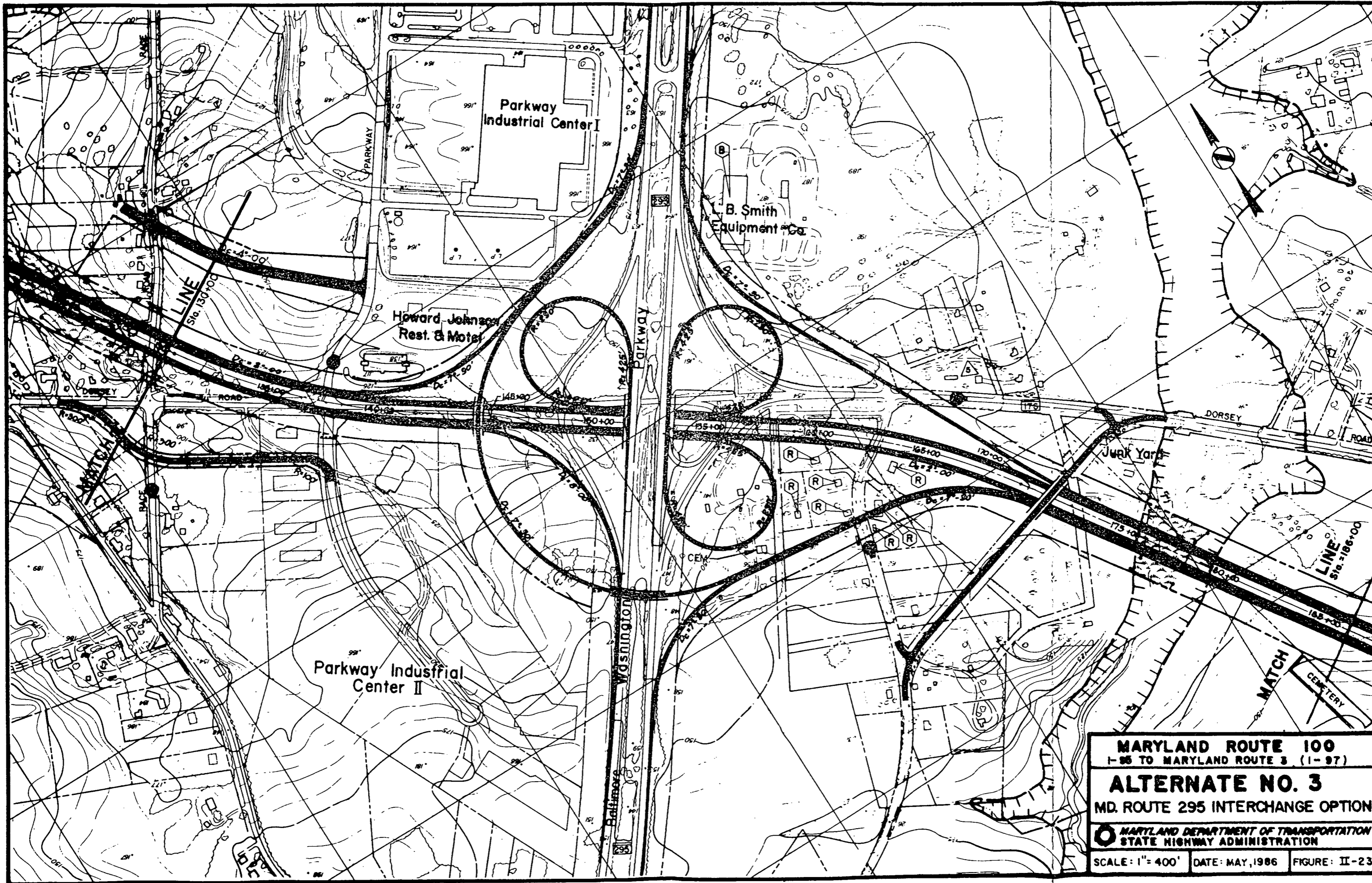
SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-20



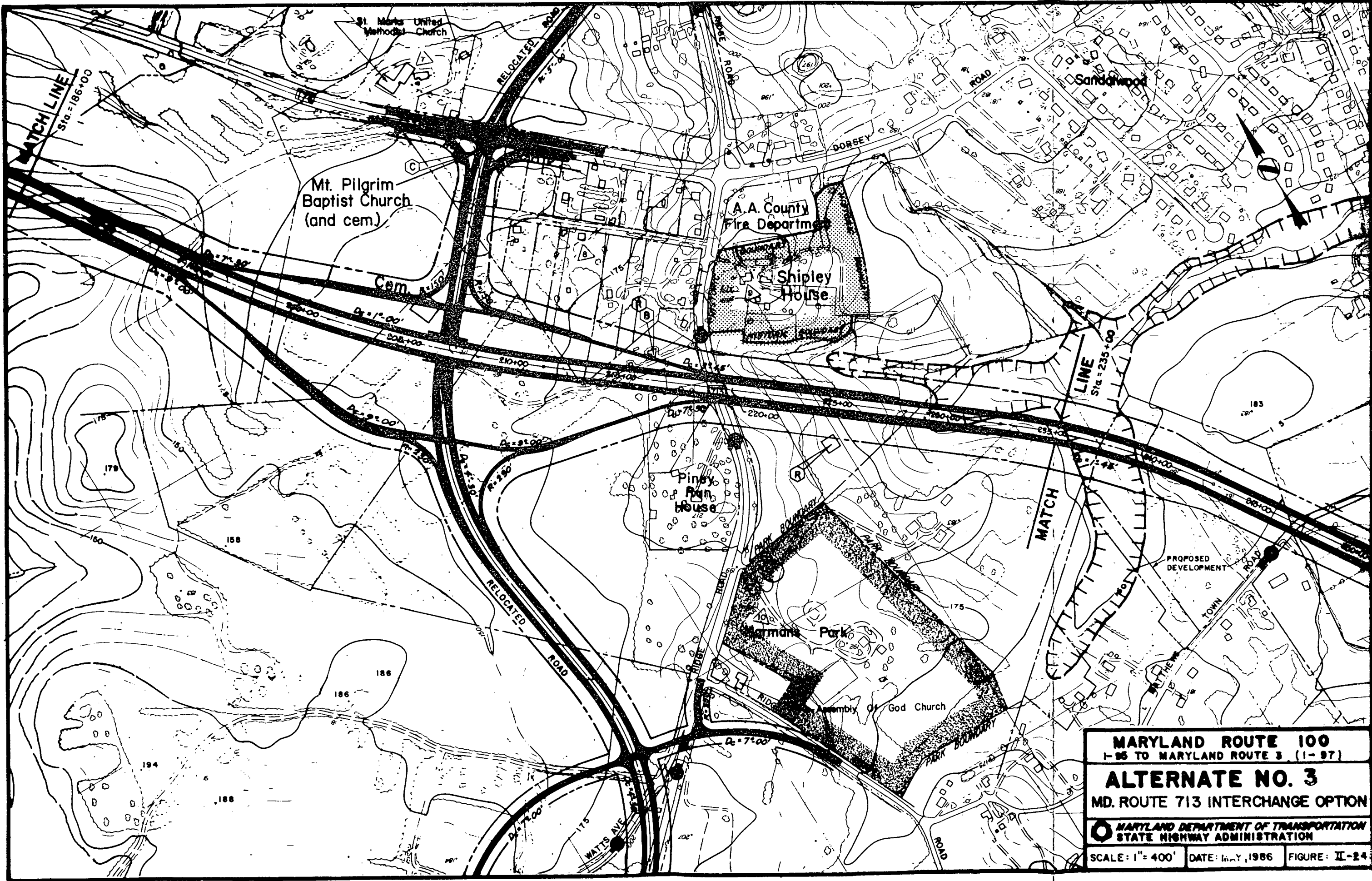
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3 OPTION B		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-21

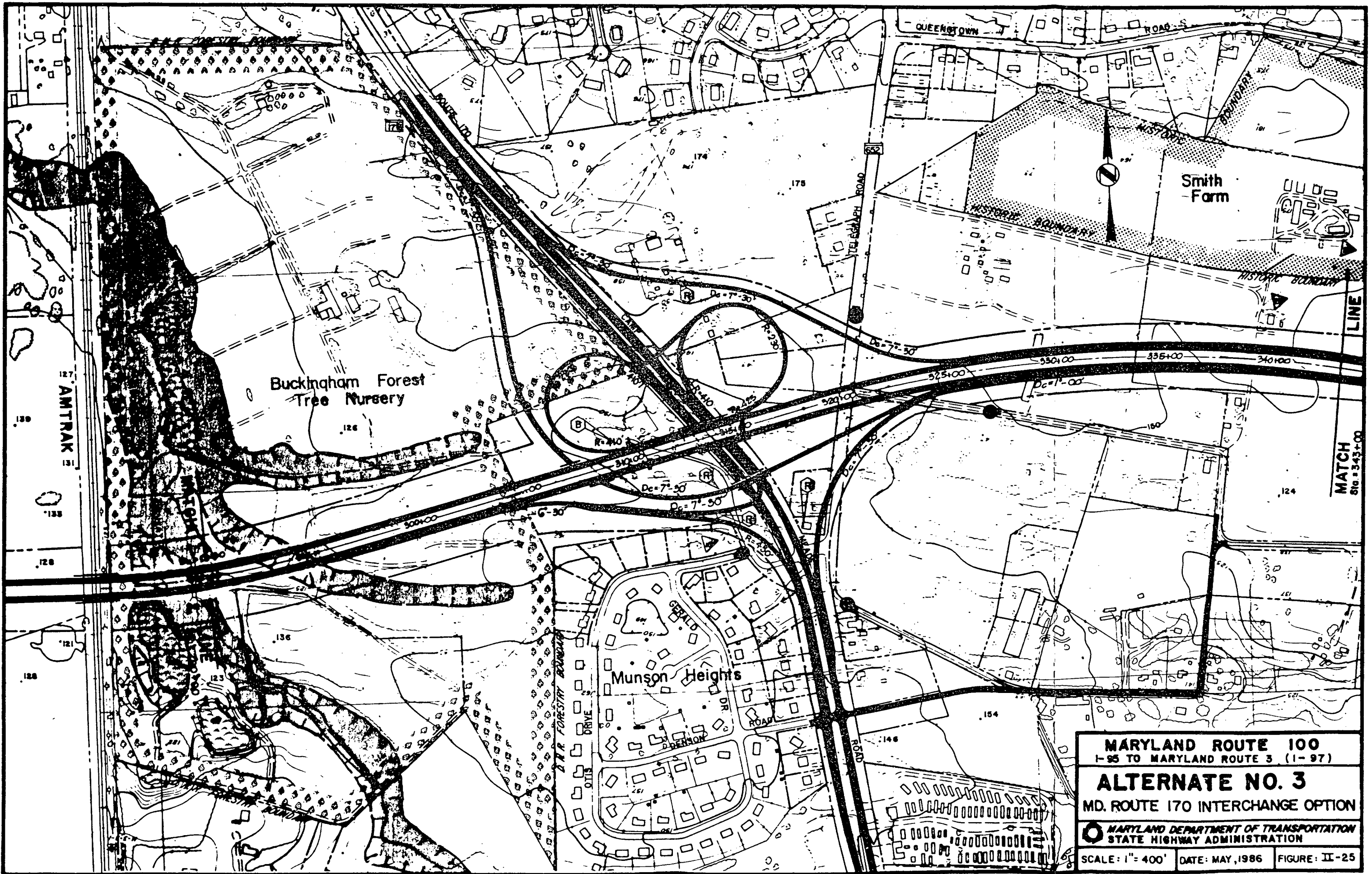


MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
OPTION B		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-22

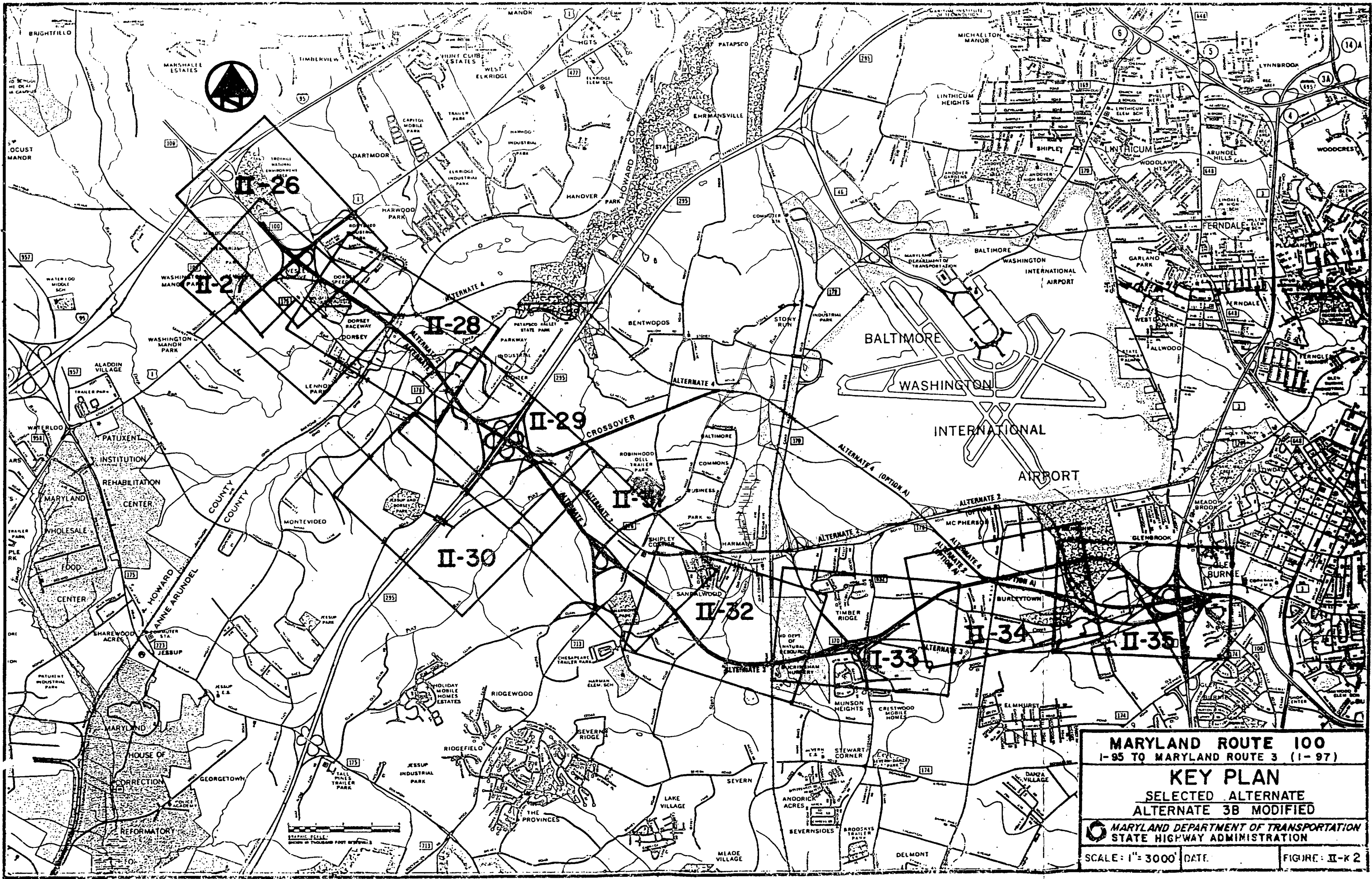


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 3
 MD. ROUTE 295 INTERCHANGE OPTION
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-23





MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
MD. ROUTE 170 INTERCHANGE OPTION		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-25

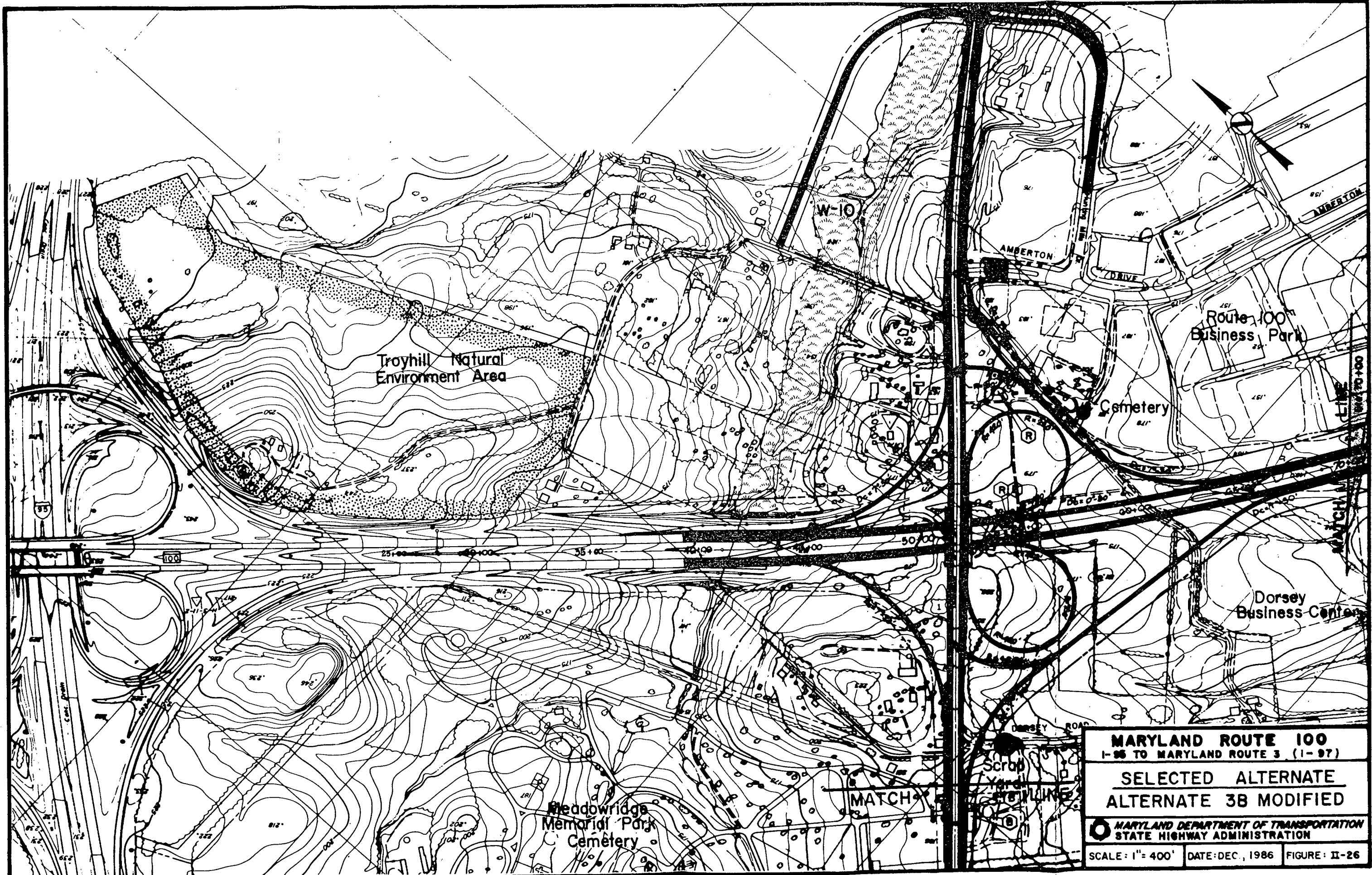


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

KEY PLAN
 SELECTED ALTERNATE
 ALTERNATE 3B MODIFIED

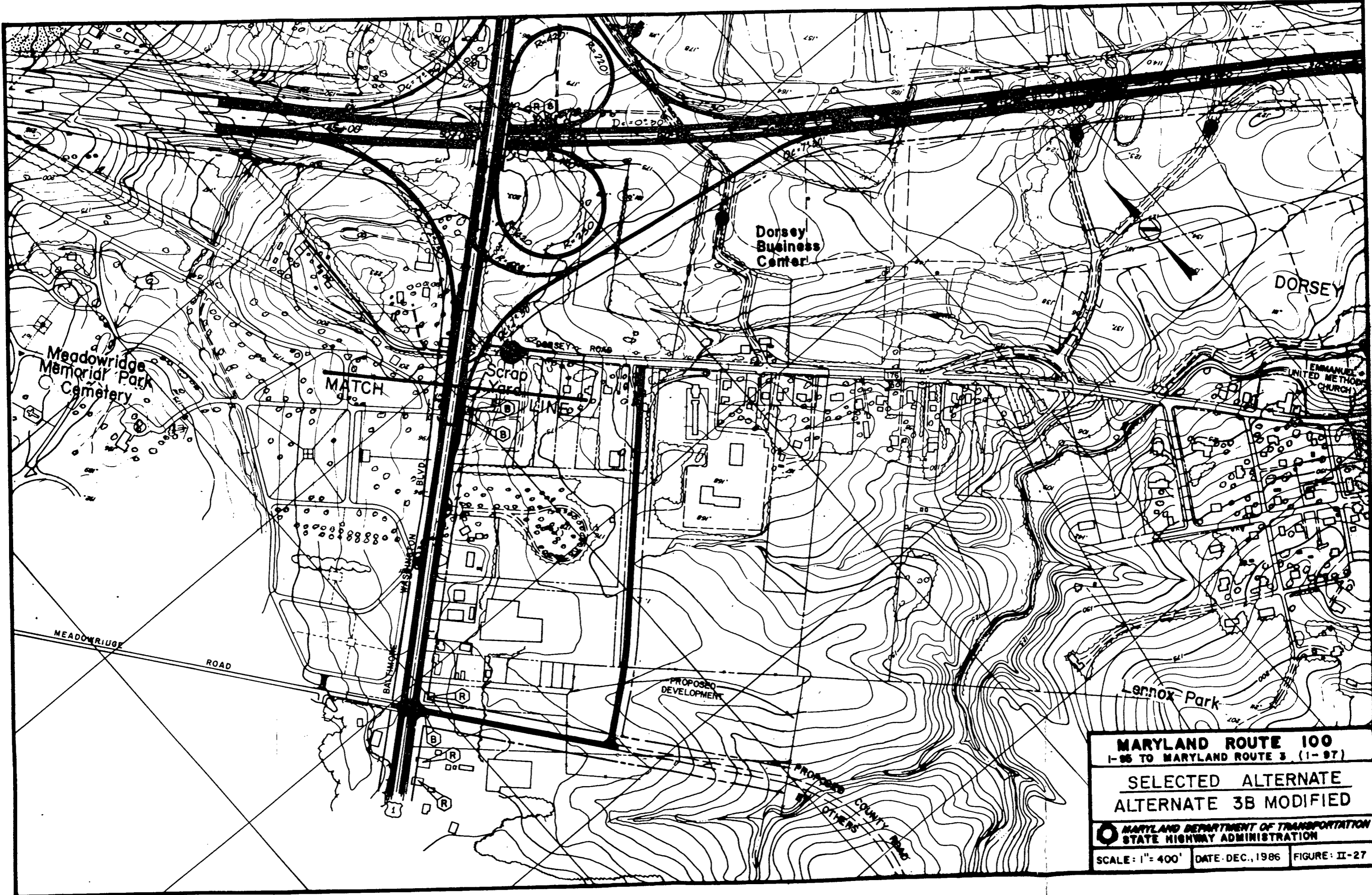
MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 3000' DATE: _____ FIGURE: II-K 2

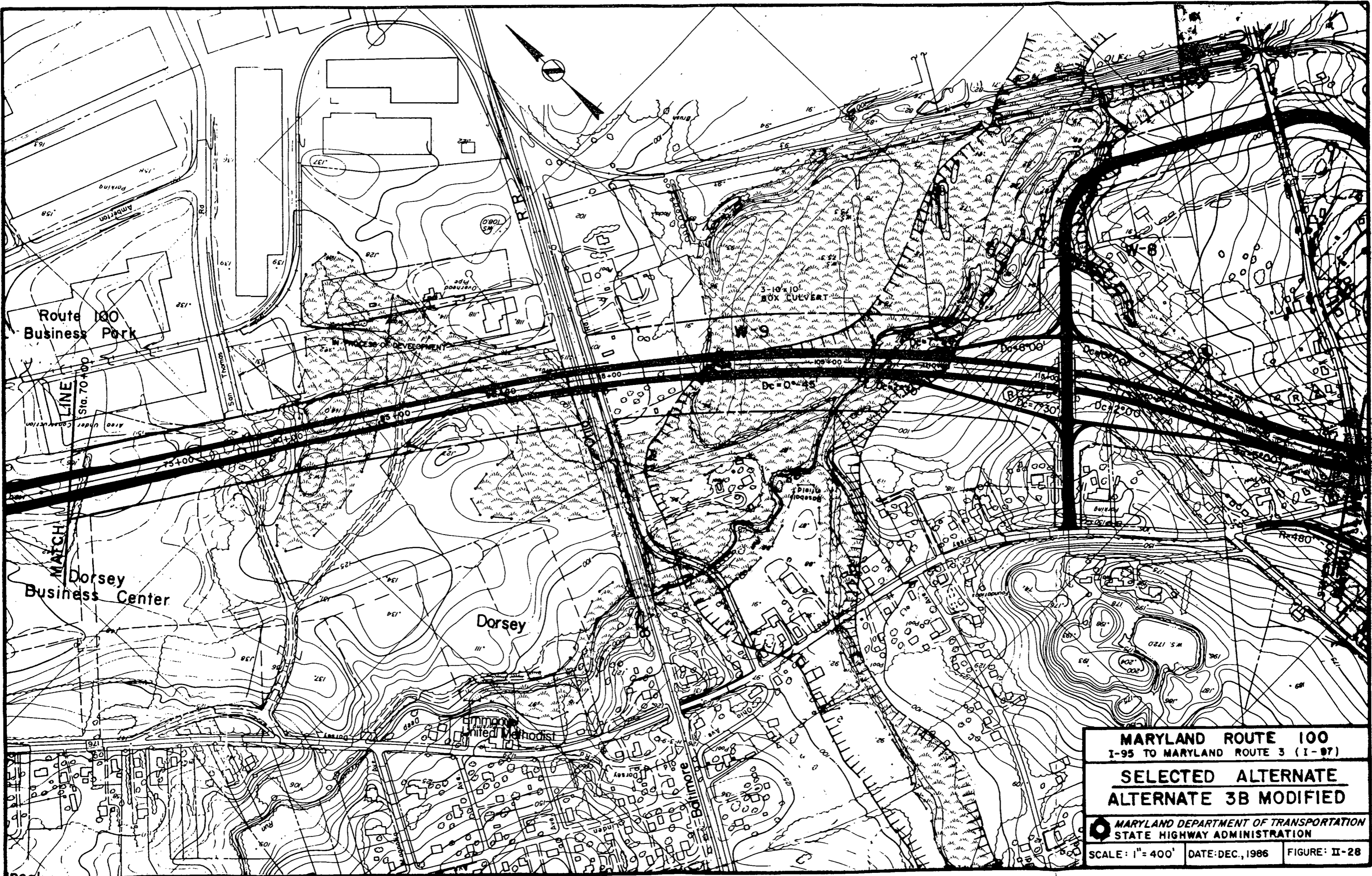


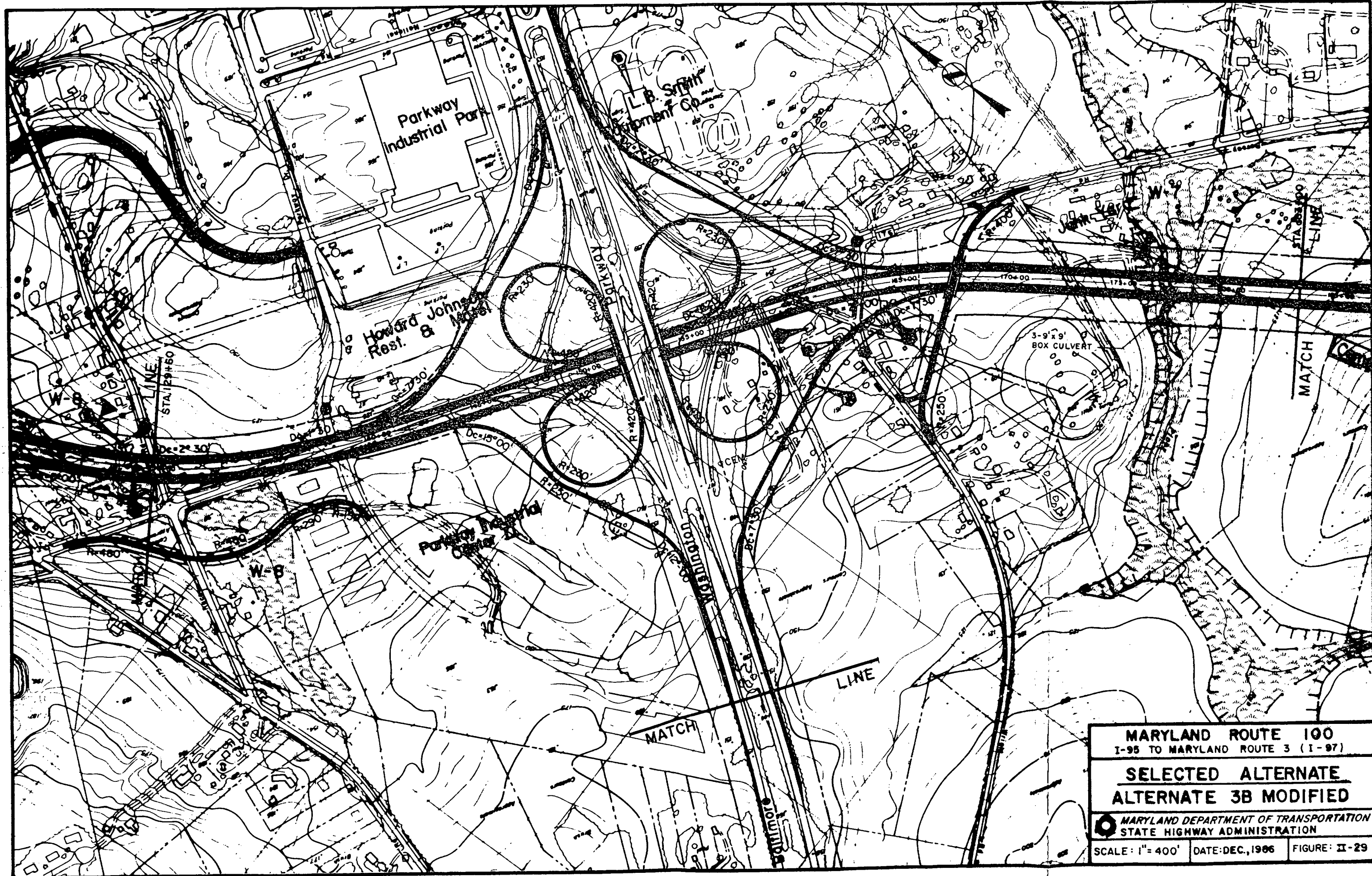
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
SELECTED ALTERNATE ALTERNATE 3B MODIFIED		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: DEC., 1986	FIGURE: II-26

1110



MARYLAND ROUTE 100
 1-85 TO MARYLAND ROUTE 3 (1-97)
SELECTED ALTERNATE
ALTERNATE 3B MODIFIED
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 SCALE: 1" = 400' DATE: DEC., 1986 FIGURE: II-27





MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)
SELECTED ALTERNATE
ALTERNATE 3B MODIFIED
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 SCALE: 1" = 400' DATE: DEC., 1966 FIGURE: II-29



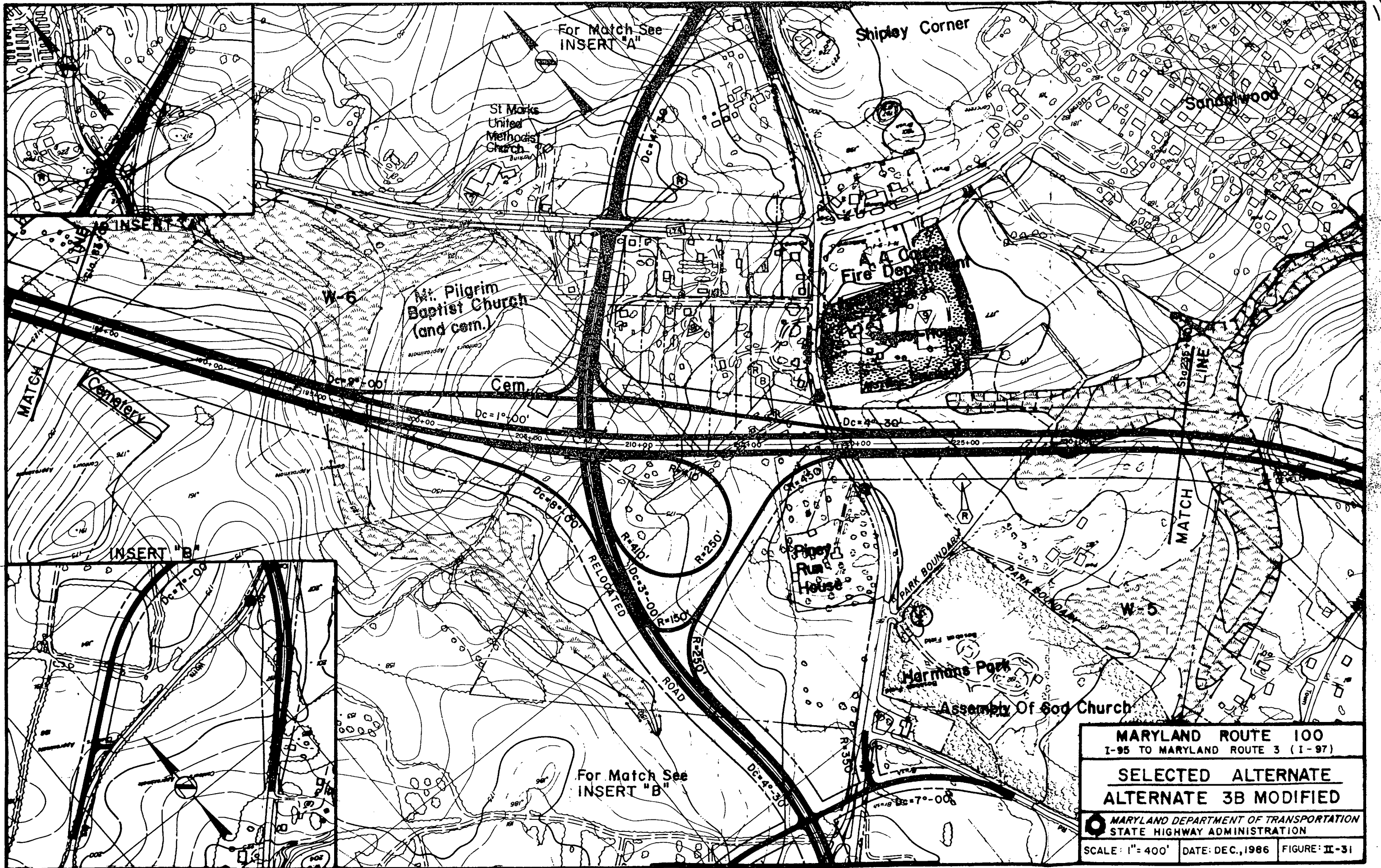
MARYLAND ROUTE 100
I-95 TO MARYLAND ROUTE 3 (I-97)

SELECTED ALTERNATE
ALTERNATE 3B MODIFIED

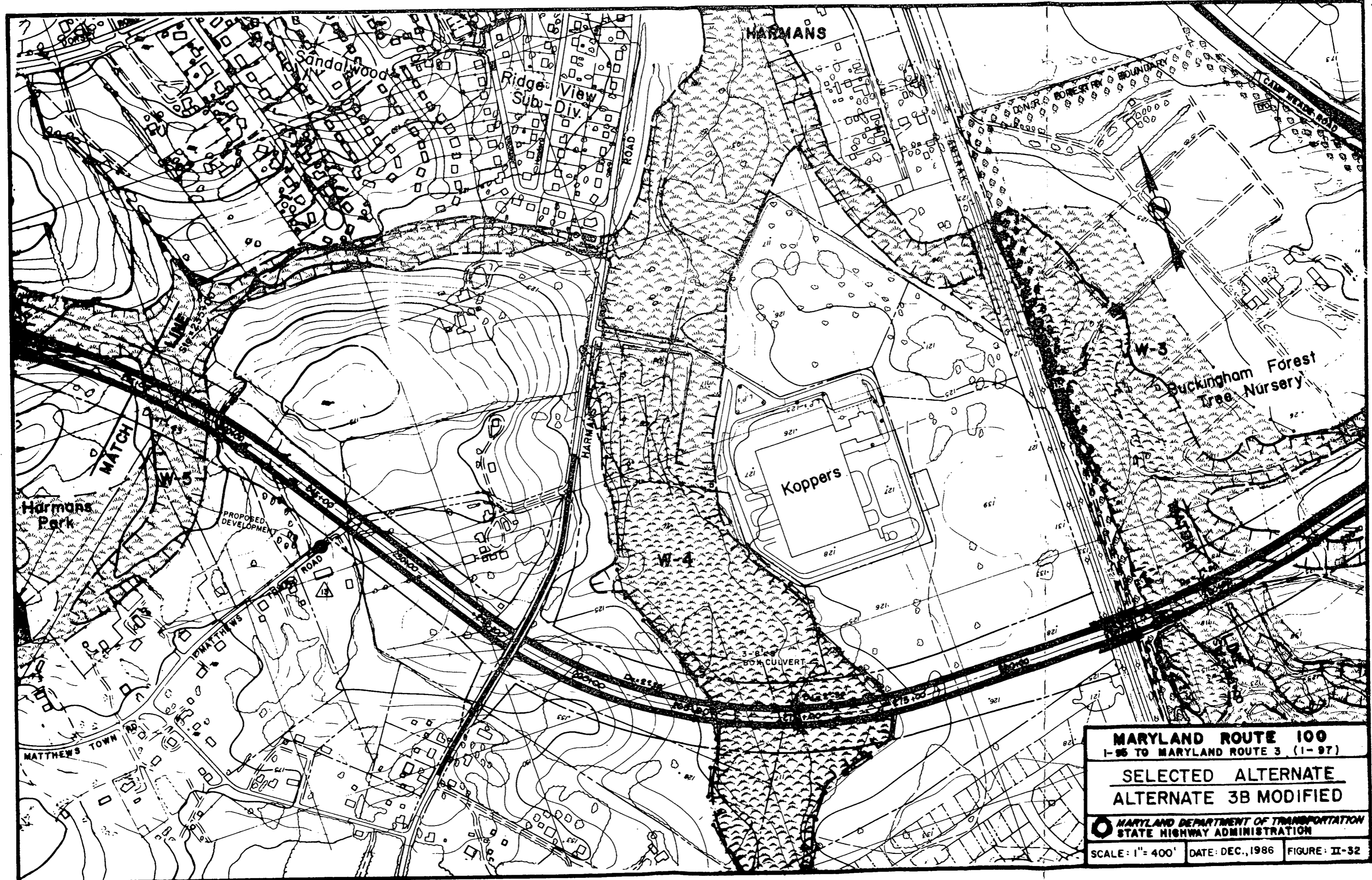
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: DEC., 1986 FIGURE: II-30

114



MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
SELECTED ALTERNATE ALTERNATE 3B MODIFIED		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: DEC., 1986	FIGURE: II-31

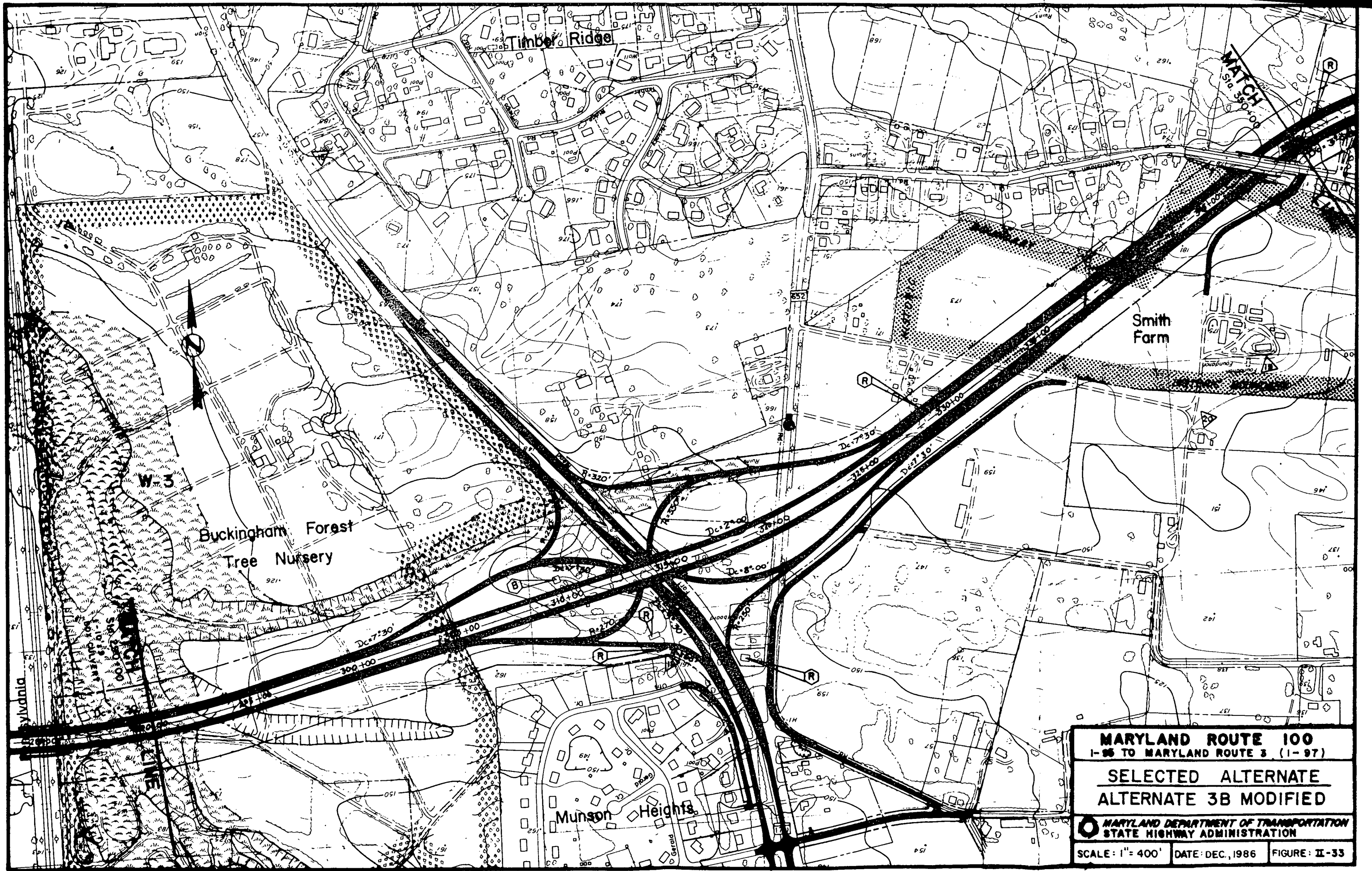


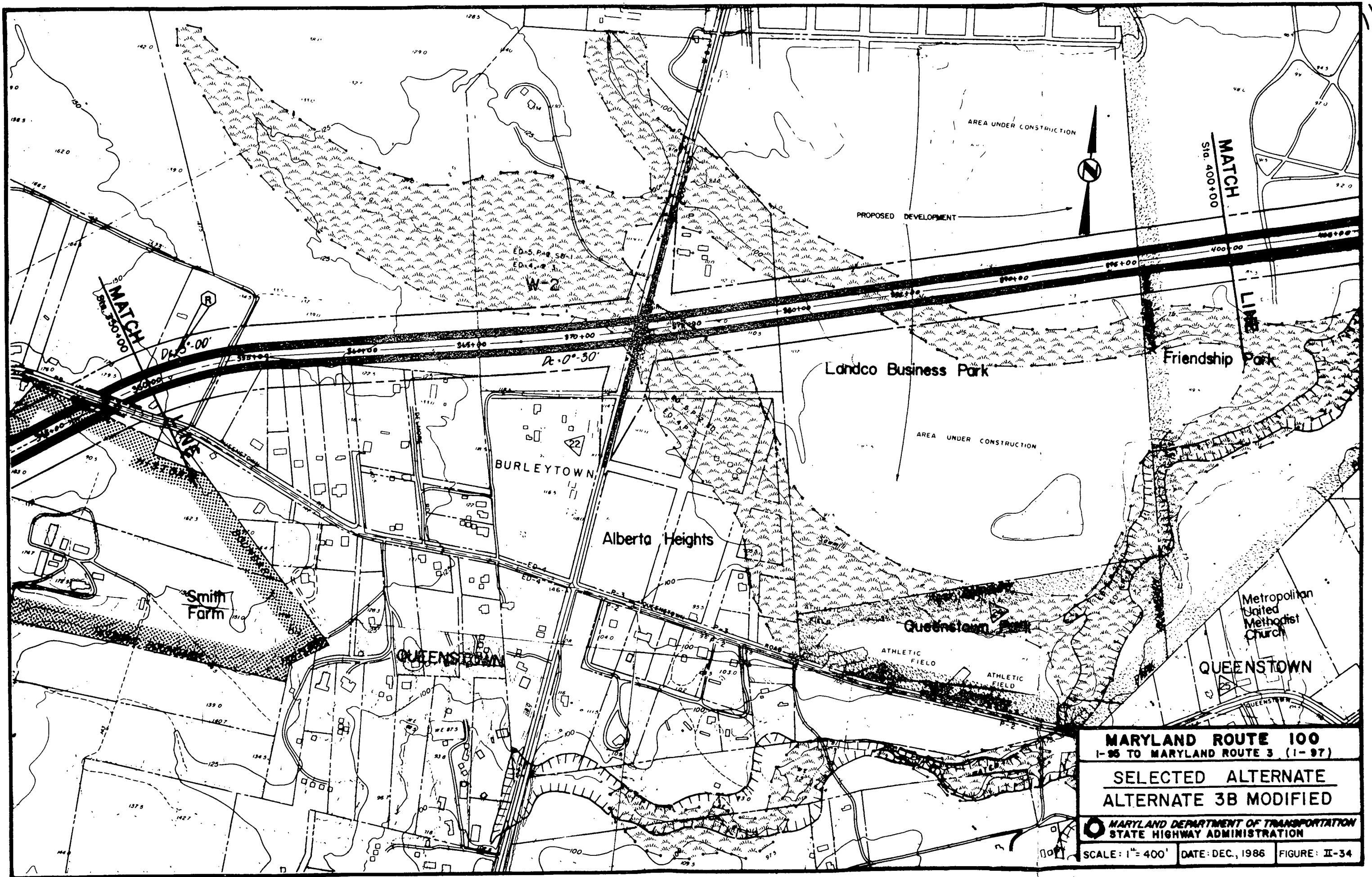
MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

SELECTED ALTERNATE
ALTERNATE 3B MODIFIED

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: DEC., 1986 FIGURE: II-32



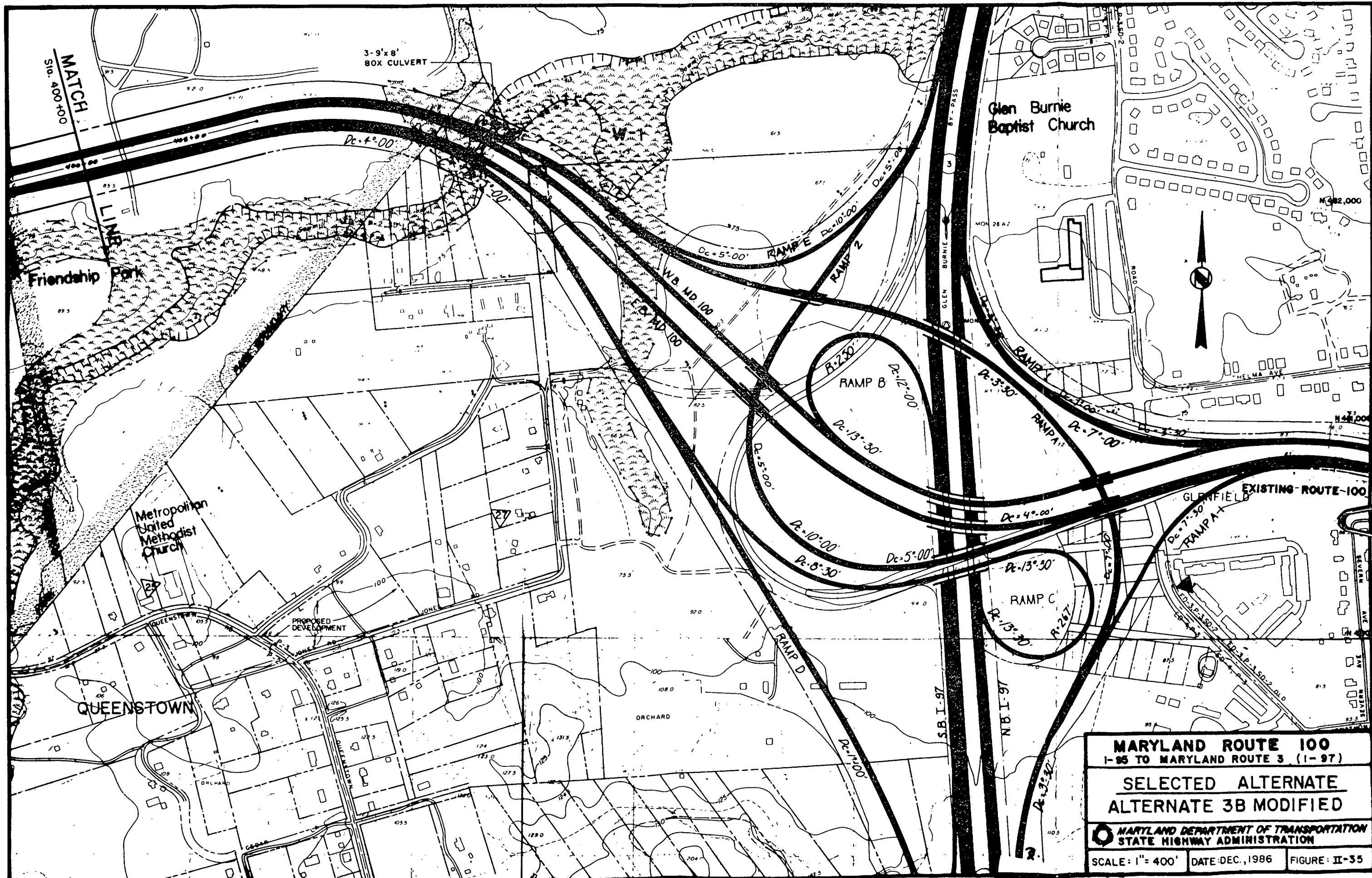


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

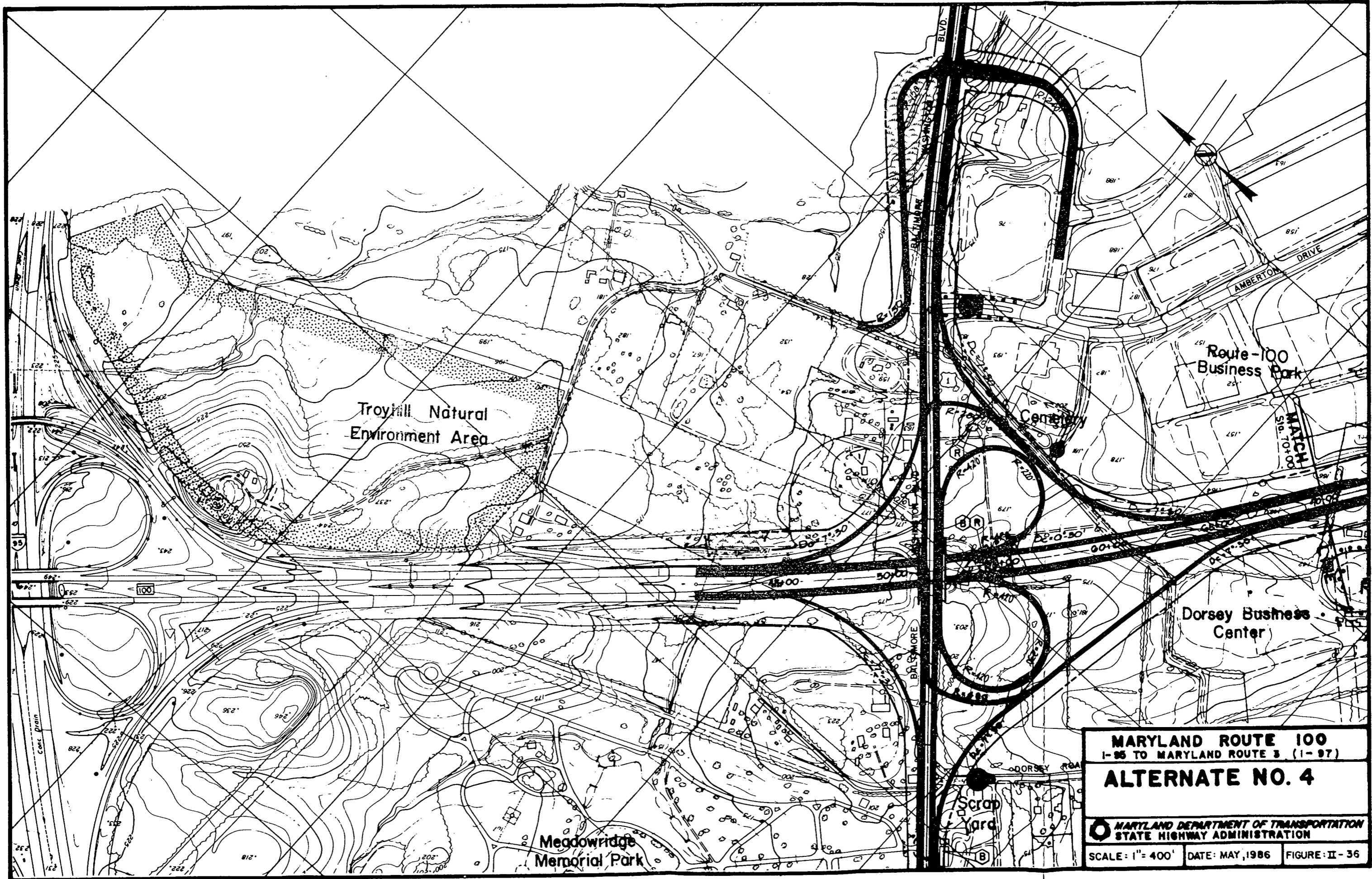
SELECTED ALTERNATE
ALTERNATE 3B MODIFIED

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: DEC, 1986 FIGURE: II-34



MARYLAND ROUTE 100		
I-85 TO MARYLAND ROUTE 3 (I-97)		
SELECTED ALTERNATE		
ALTERNATE 3B MODIFIED		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: DEC., 1986	FIGURE: II-35

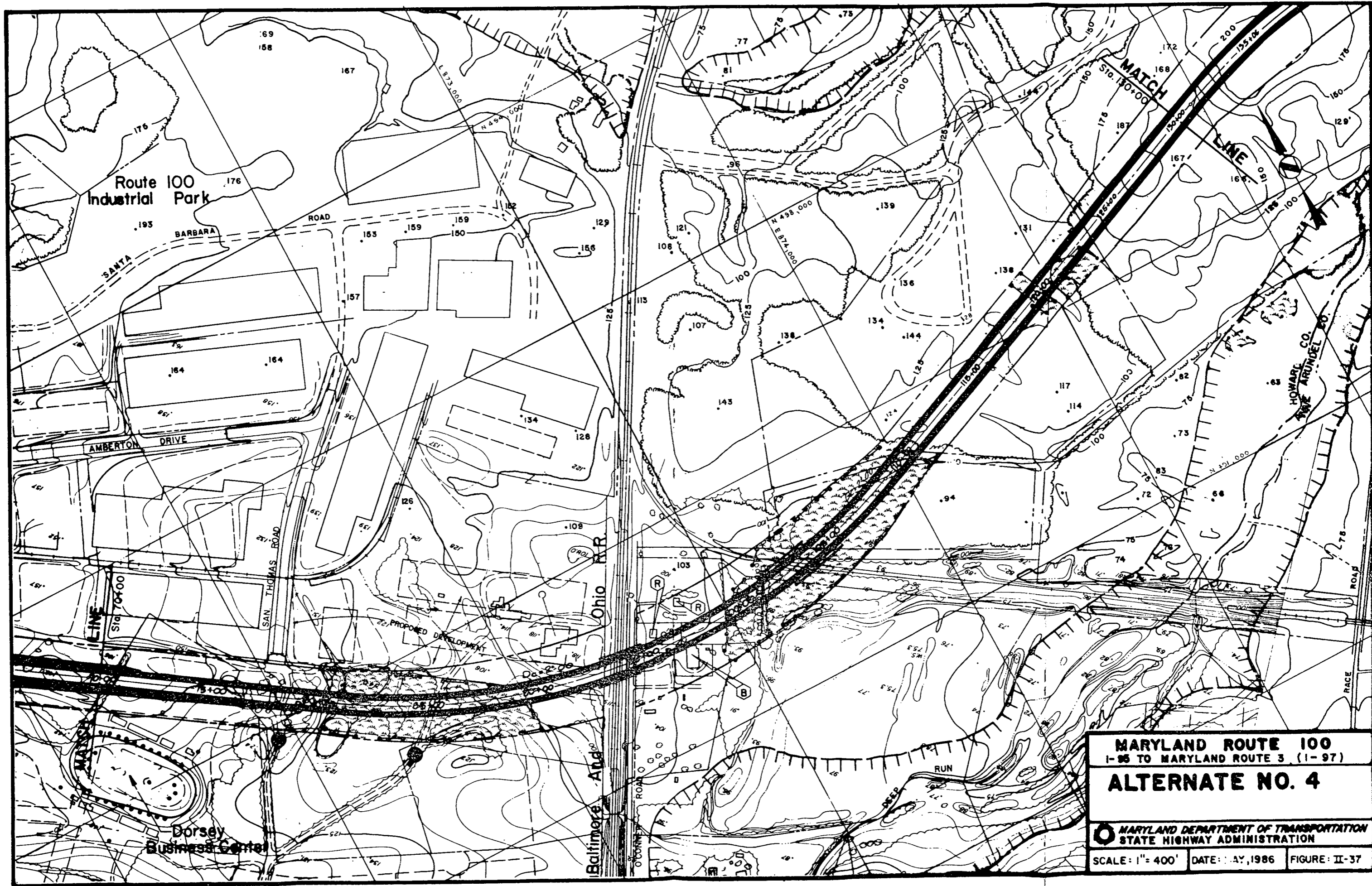


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

ALTERNATE NO. 4

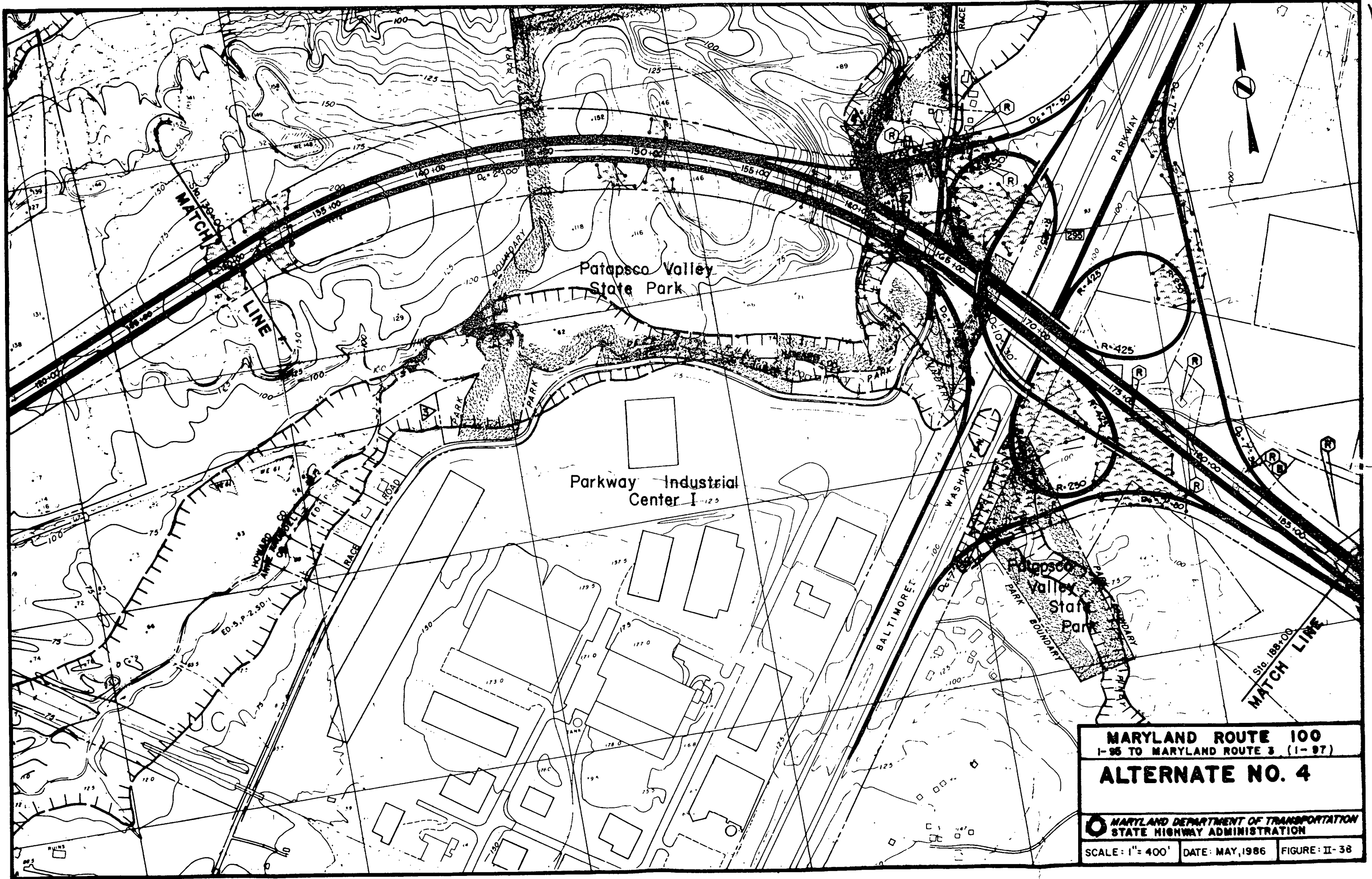
MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-36



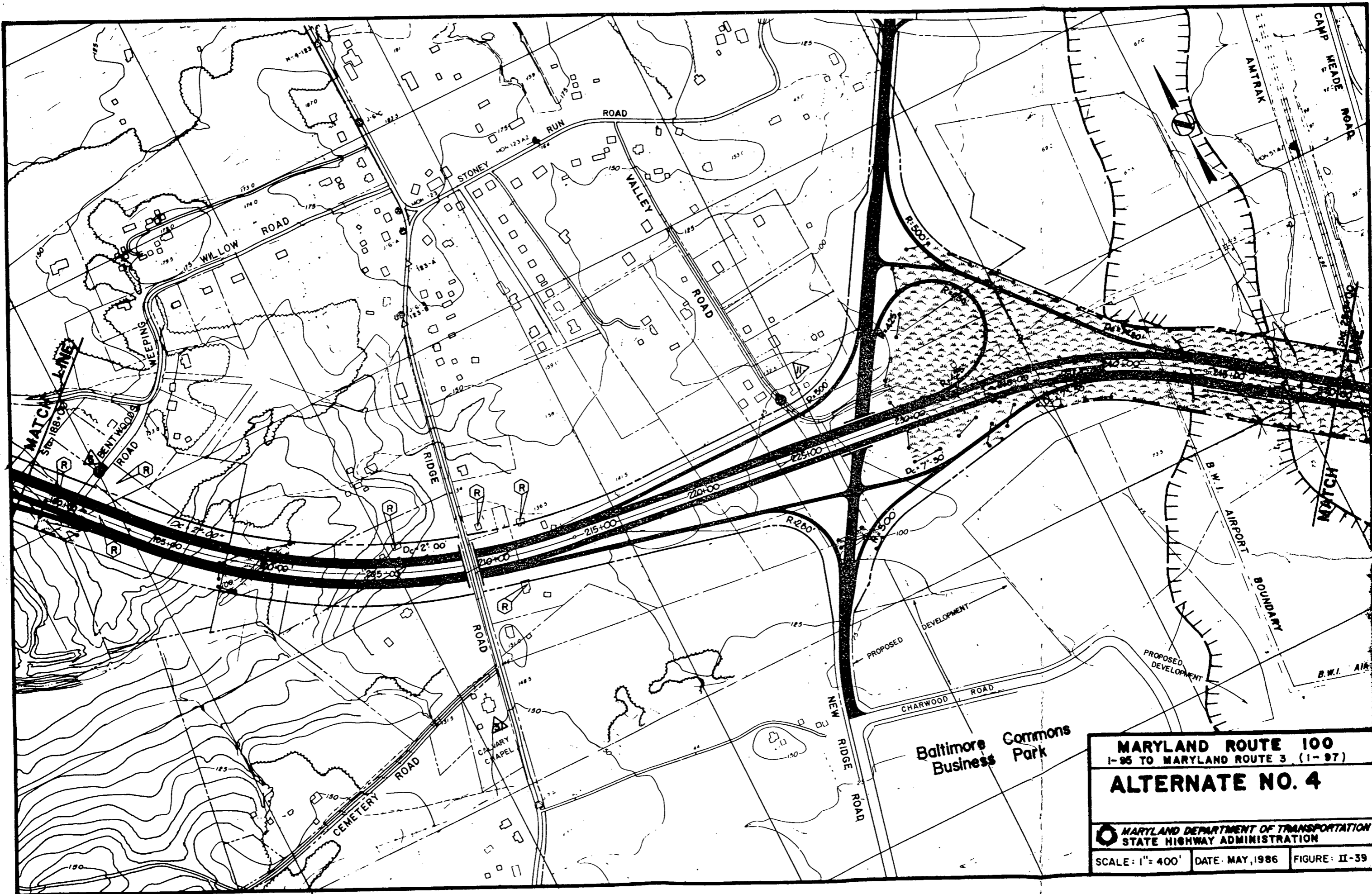
121

MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-37



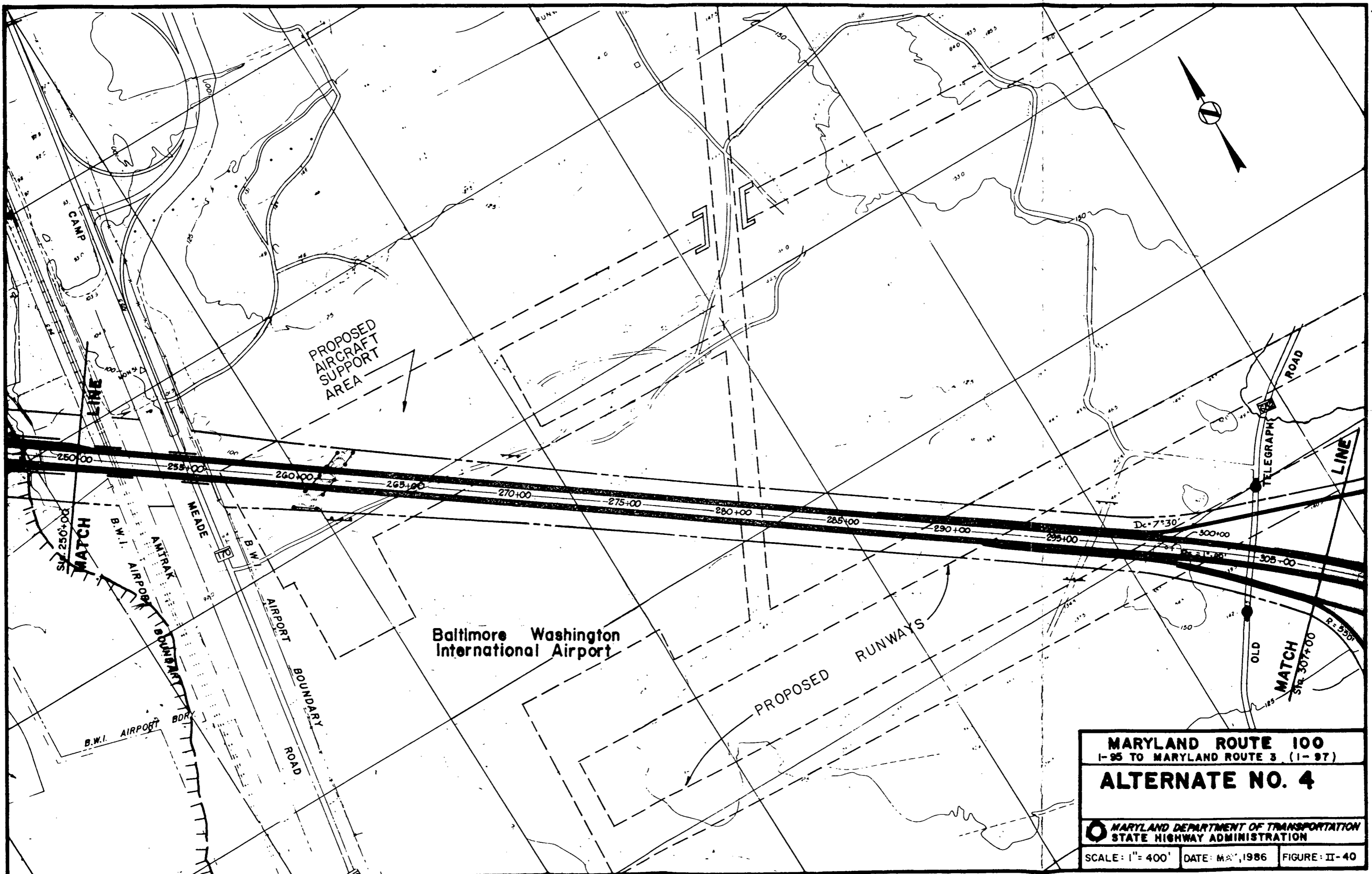
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-38

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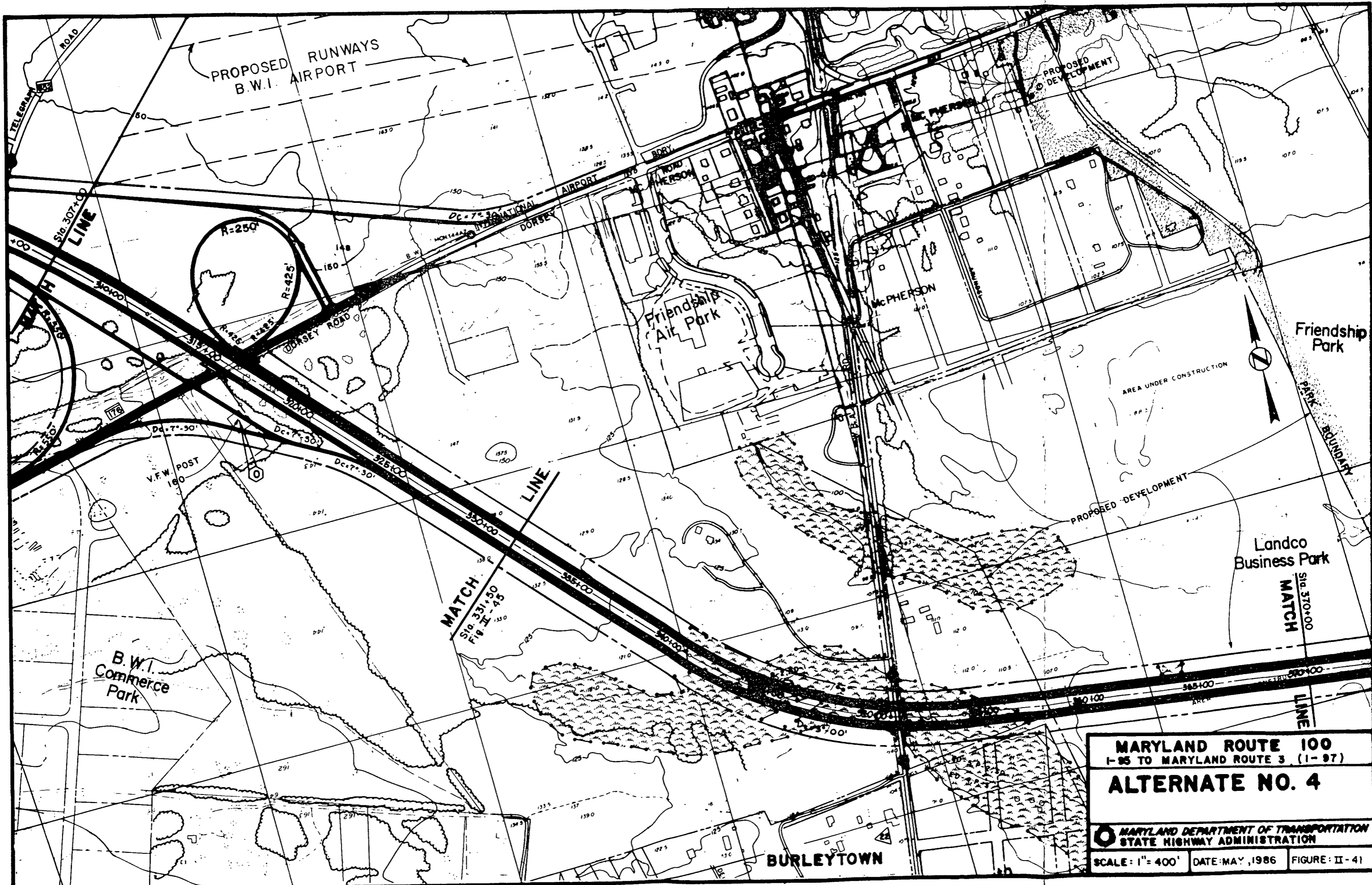
123

MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-39

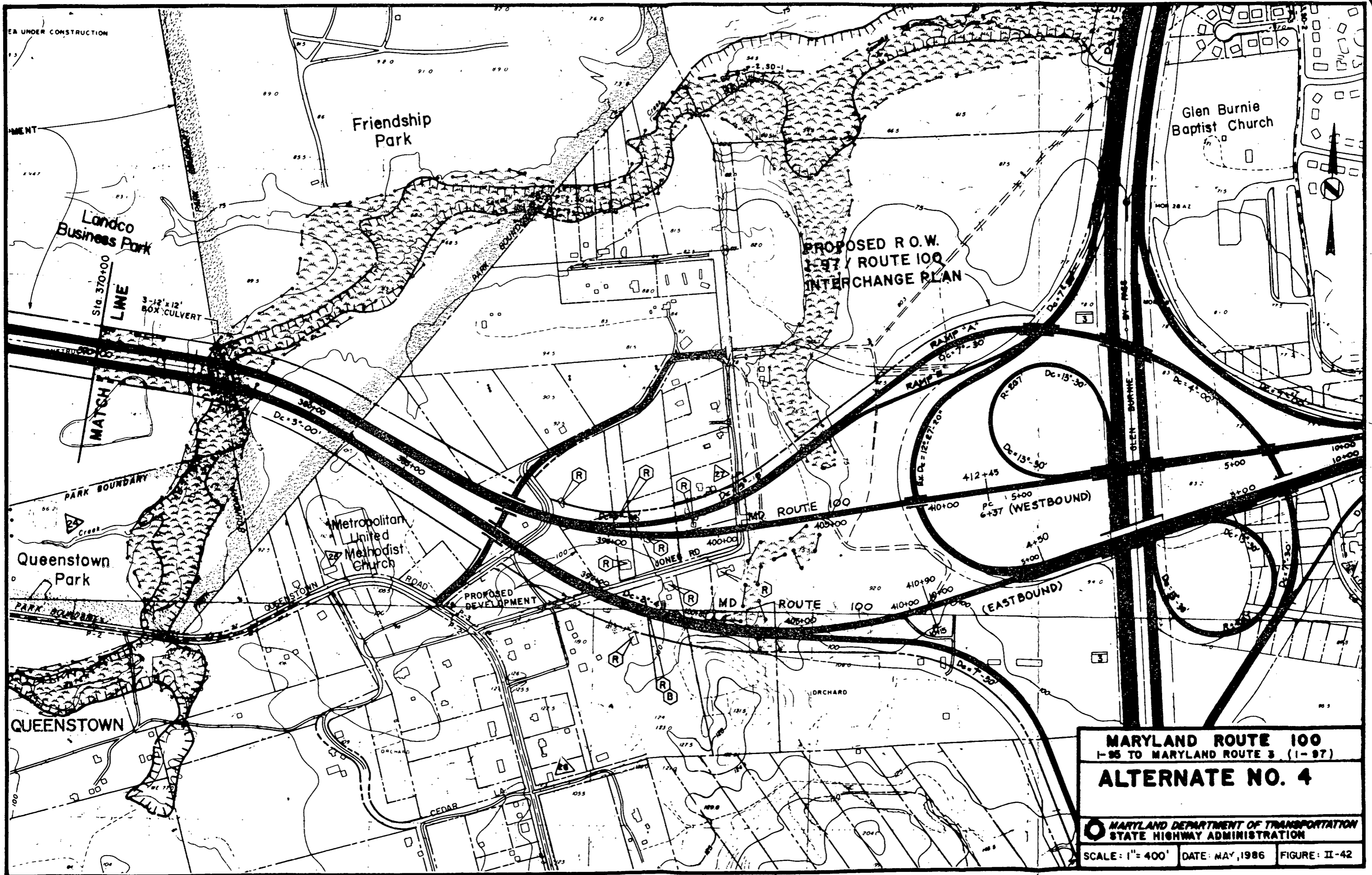


MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAR, 1986	FIGURE: II-40

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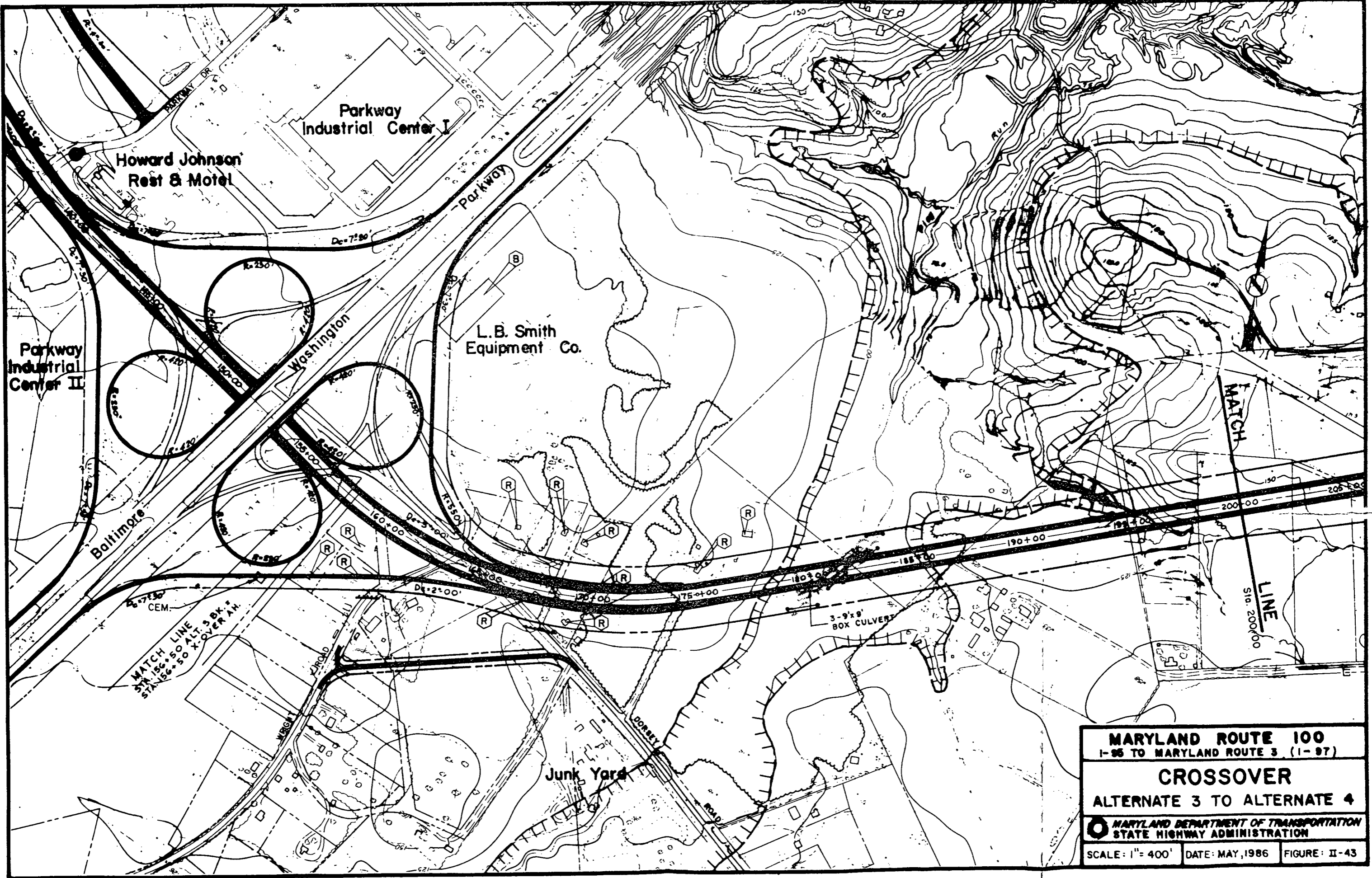
MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-41




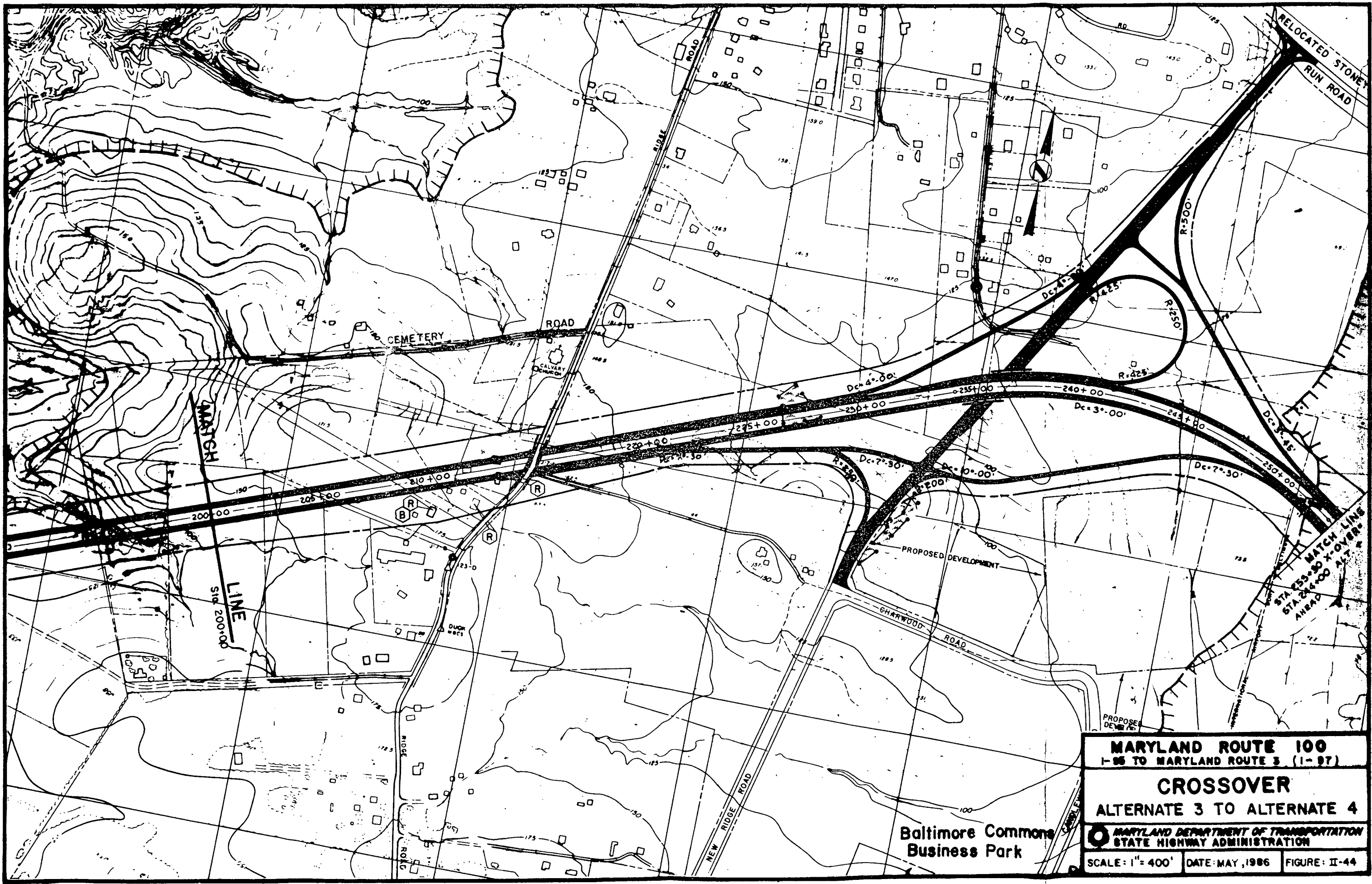
MARYLAND ROUTE 100
I-95 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 4

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1986 FIGURE: II-42



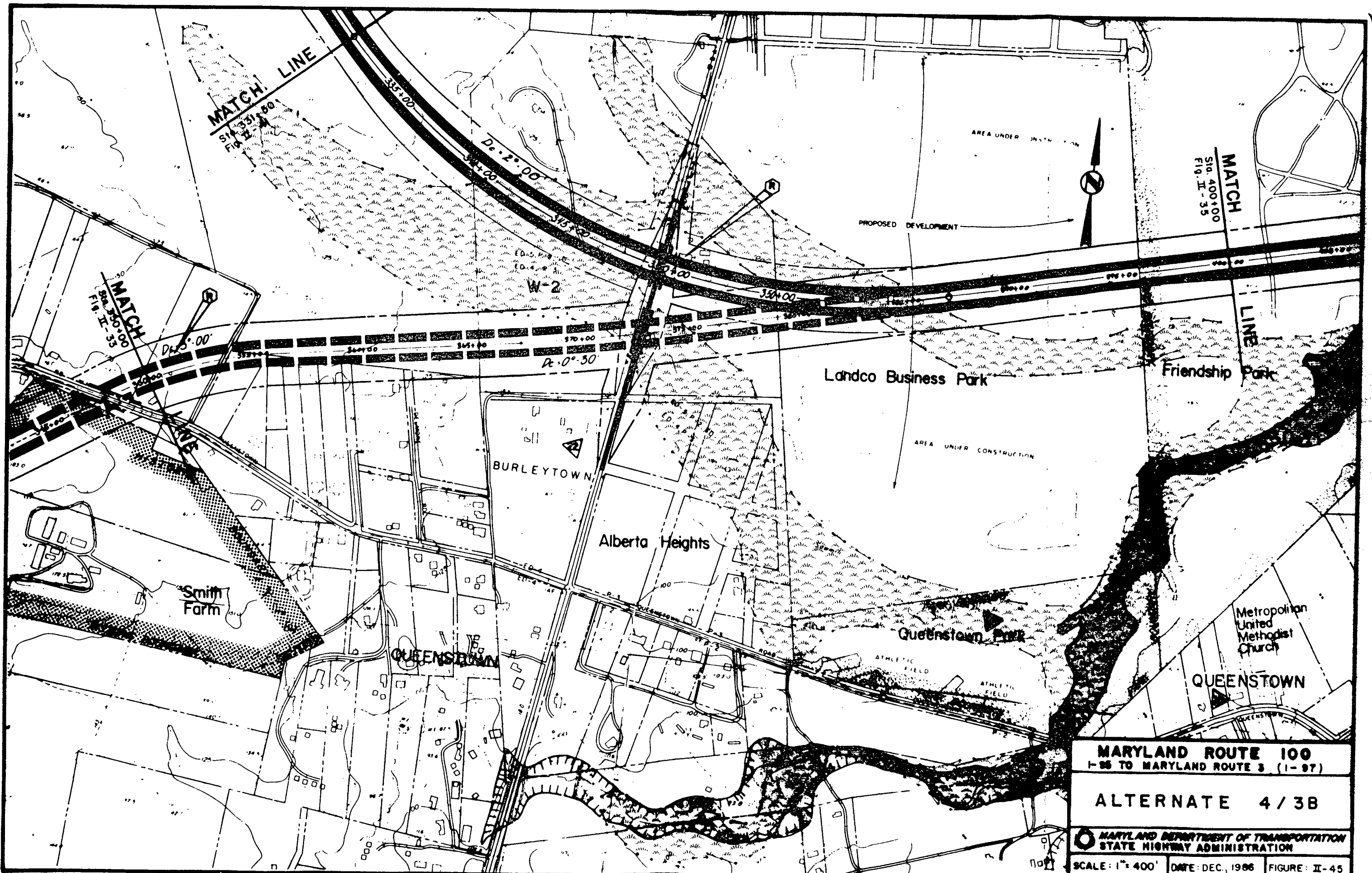
MARYLAND ROUTE 100		
1-86 TO MARYLAND ROUTE 3 (1-97)		
CROSSOVER		
ALTERNATE 3 TO ALTERNATE 4		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-43



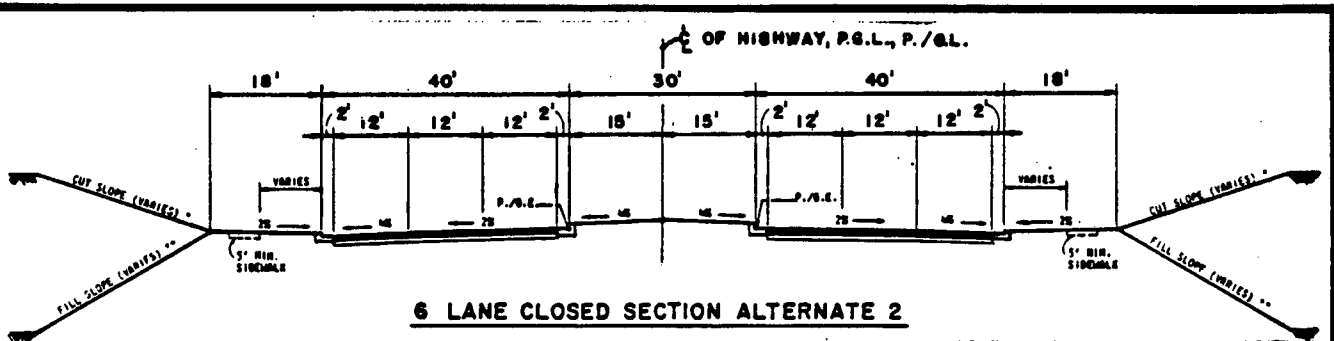
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
CROSSOVER ALTERNATE 3 TO ALTERNATE 4		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-44

Baltimore Commons
Business Park

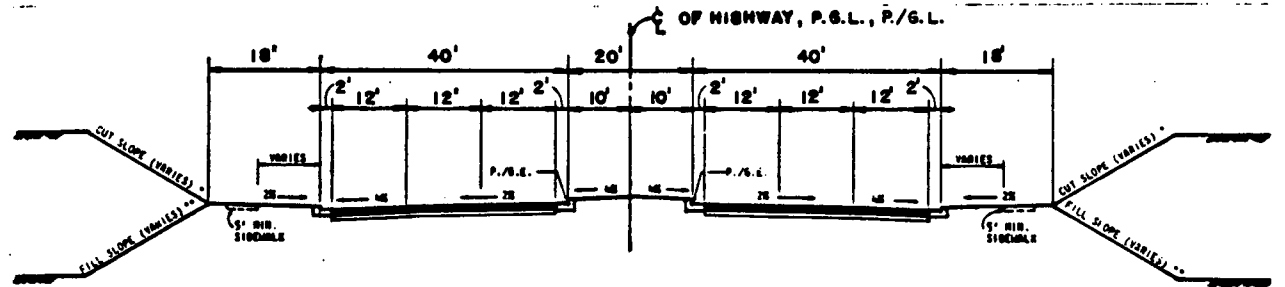
128



MARYLAND ROUTE 100		
I-85 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE 4/3B		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: DEC., 1966	FIGURE: II-45

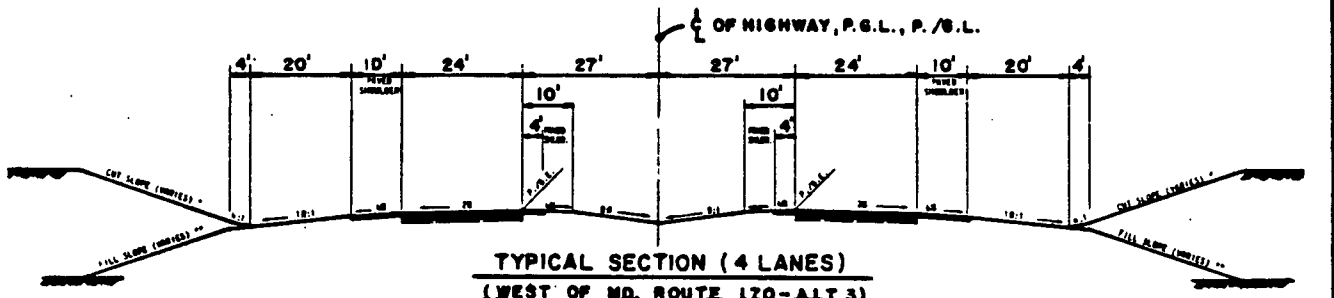


6 LANE CLOSED SECTION ALTERNATE 2

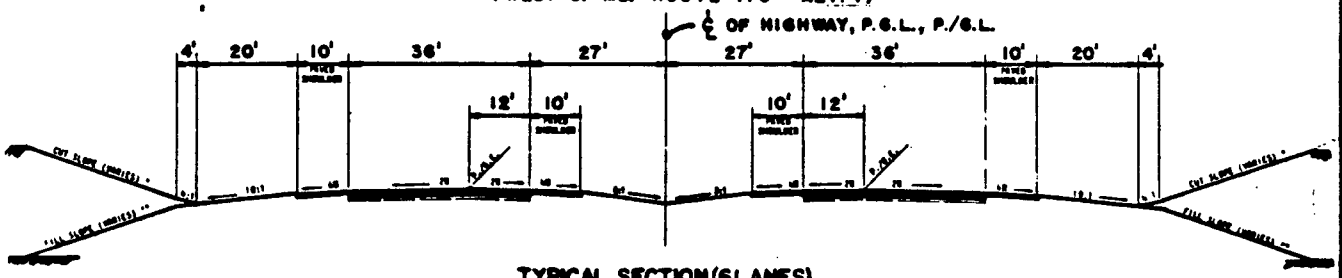


**6 LANE CLOSED SECTION ALTERNATE 2
(MD. 713 TO HARMANS ROAD)**

**TYPICAL SECTIONS OF MD. ROUTE 100
ALTERNATE 2**



**TYPICAL SECTION (4 LANES)
(WEST OF MD. ROUTE 170 - ALT. 3)
(WEST OF MD. ROUTE 176 - ALT. 4)**



**TYPICAL SECTION (6 LANES)
(EAST OF MD. ROUTE 170 - ALT. 3)
(EAST OF MD. ROUTE 176 - ALT. 4)
TYPICAL SECTIONS OF MD. ROUTE 100
ALTERNATES 3, 4, 4/3B AND CROSSOVER**

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.

* CUT SLOPE	
DEPTH OF CUT	SLOPE RATIO
0'-5'	0:1
5'-10'	3:1
5'-10'	2:1

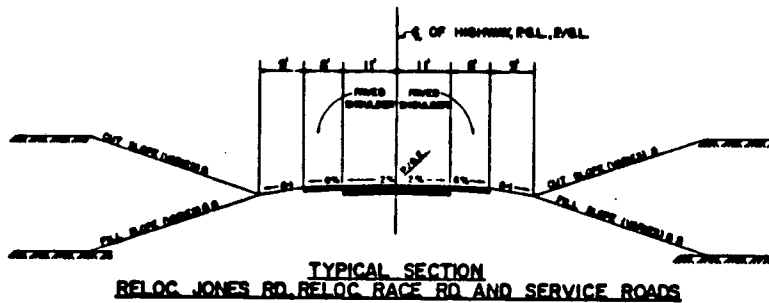
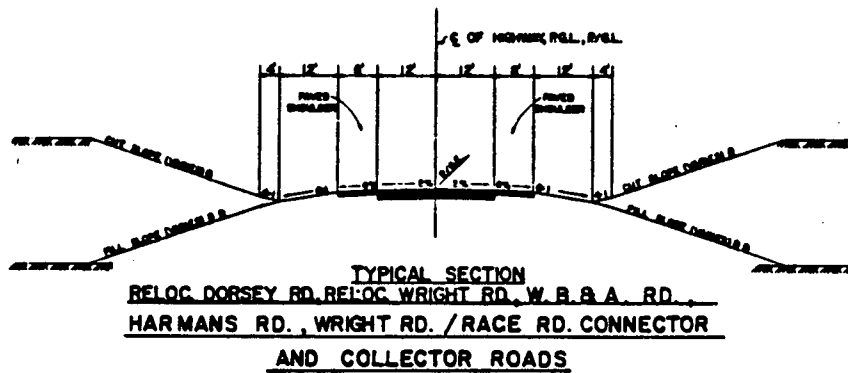
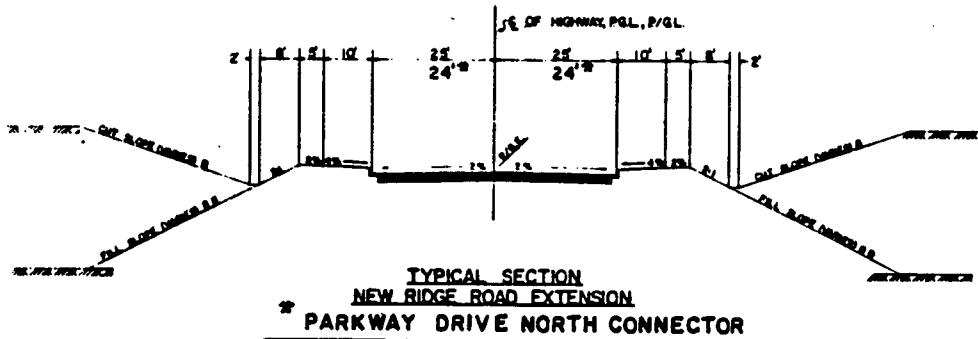
** FILL SLOPE	
HEIGHT OF EMBANKMENT	SLOPE RATIO
0'-10'	0:1
10'-20'	3:1
5'-20'	2:1

MARYLAND ROUTE 100
1-95 TO MARYLAND ROUTE 3 (1-97)

TYPICAL SECTIONS
ALTERNATES 2, 3 AND 4

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: NONE	DATE: MAY, 1966	FIGURE: II-46
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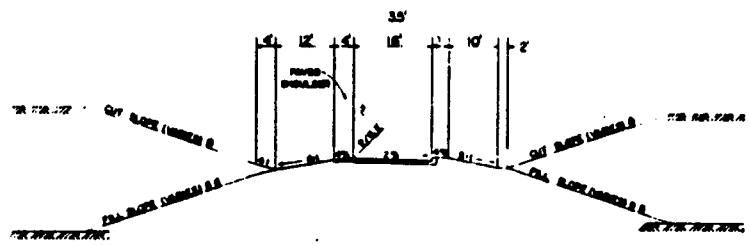


NOTE:
"THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE."

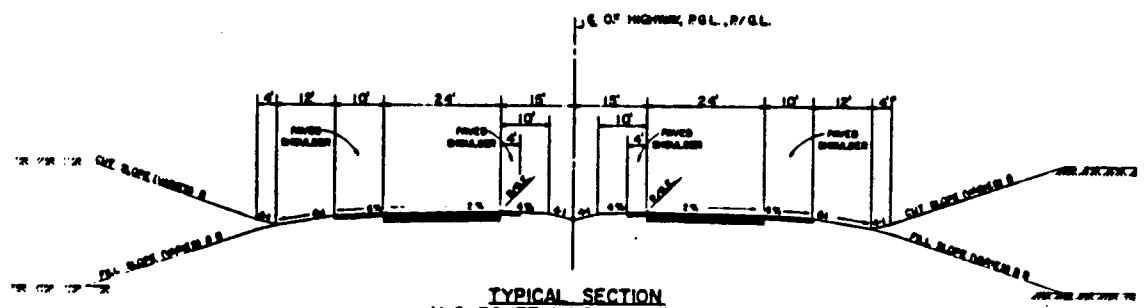
BODY SLOPE	
DEPTH OF CUT	SLOPE RATIO
0'-0"	04
0'-0"	06
> 0"	04

SUB FILL SLOPE	
HEIGHT OF OVERLAYMENT	SLOPE RATIO
0'-0"	04
0'-0"	04
> 0"	04

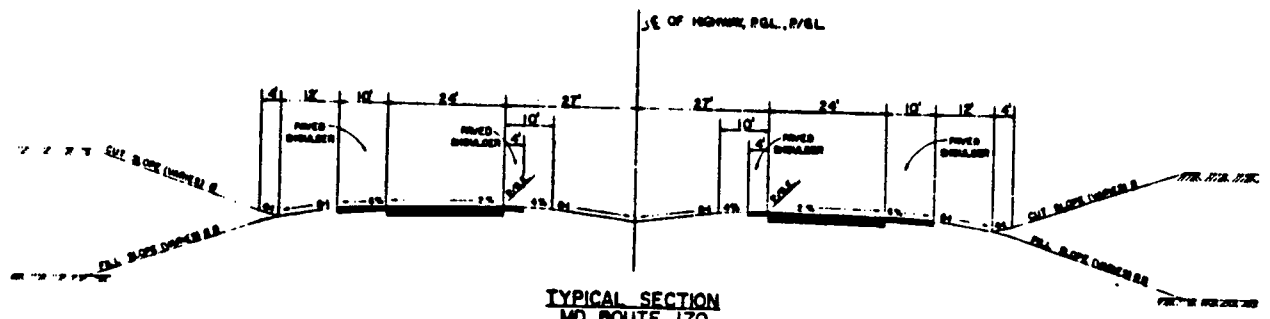
MARYLAND ROUTE 100 1-95 TO MARYLAND ROUTE 3 (1-97)		
TYPICAL ROAD SECTIONS		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: NONE	DATE: MAY, 1986	FIGURE: II-47



TYPICAL RAMP SECTION



TYPICAL SECTION
U.S. ROUTE 1, MD. ROUTE 713



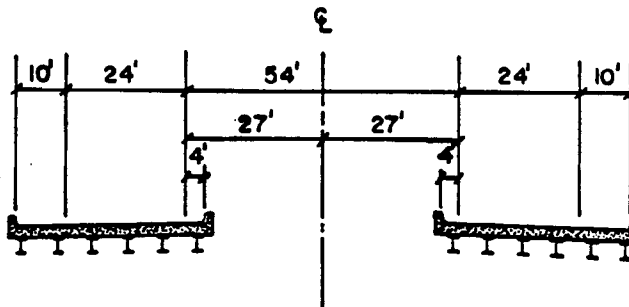
TYPICAL SECTION
MD. ROUTE 170

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."

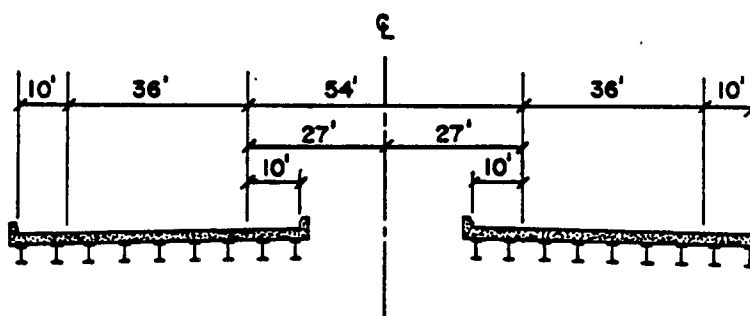
4:1 CUT SLOPE	
DEPTH OF CUT	SLOPE RATIO
0'-0"	4:1
0'-6"	3:1
> 6"	2:1

4:1 FILL SLOPE	
HEIGHT OF EMBANKMENT	SLOPE RATIO
0'-0"	4:1
0'-6"	3:1
> 6"	2:1

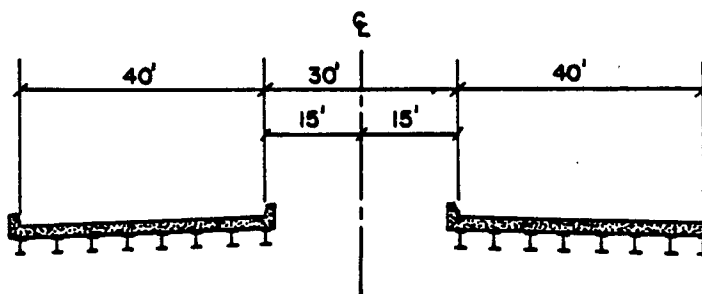
<p>MARYLAND ROUTE 100 1-95 TO MARYLAND ROUTE 3 (1-97)</p>		
<p>TYPICAL ROAD SECTIONS</p>		
<p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p>		
SCALE: NONE	DATE: MAY, 1986	FIGURE: II-48




4 LANE BRIDGE SECTION
ALTERNATES 3,4 AND CROSSOVER

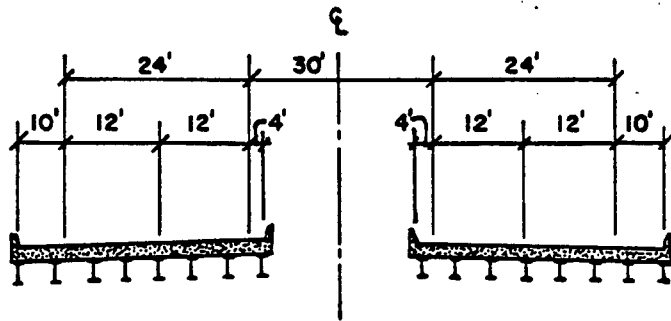


6 LANE BRIDGE SECTION
ALTERNATES 3,4 AND CROSSOVER

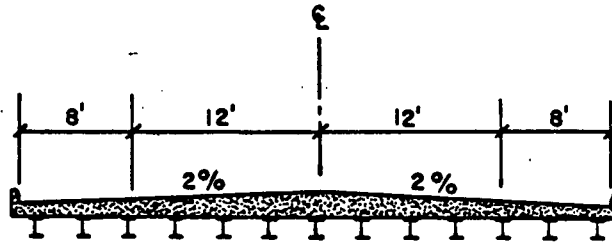


6 LANE CLOSED BRIDGE SECTION
ALTERNATE 2

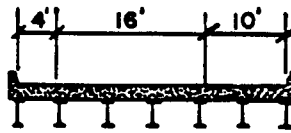
MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
TYPICAL BRIDGE SECTIONS		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: NONE	DATE: MAY, 1986	FIGURE: II-49




4 LANE DUALIZED BRIDGE SECTION
U.S. ROUTE 1 AND MD. ROUTE 295



2 LANE OPEN SECTION
COLLECTOR ROADS



RAMP SECTION

MARYLAND ROUTE 100		
1-95 TO MARYLAND ROUTE 3 (1-97)		
TYPICAL BRIDGE SECTIONS		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: NONE	DATE: MAY, 1986	FIGURE: II-50

**III
AFFECTED
ENVIRONMENT**

III. AFFECTED ENVIRONMENT

A. Social, Economic, and Land Use

1. Social Environment

a. Population

The Maryland Route 100 study corridor lies predominantly within northern Anne Arundel County, with the western portion extending into eastern Howard County. Each of these counties has sustained a very high growth rate over the past several decades, far in excess of the growth rates for the Baltimore Standard Metropolitan Statistical Area (SMSA) or the State of Maryland as a whole. The Howard County population increased 90 percent between 1970 and 1980, from a population of 62,400 to 118,600; and increased an additional 18.5 percent in the past five years to a 1985 population of 140,100. The Anne Arundel County population increased 24.5 percent between 1970 and 1980, from a population of 298,000 to 370,800; and has increased an additional 7.5 percent since 1980 to a 1985 population of 398,600. Most of this growth in Anne Arundel County has occurred in the northern portion of the county which includes the Route 100 study area. Table III-1 shows the past and projected population growth for these counties in relation to the Baltimore SMSA and the State of Maryland.

In order to provide a more detailed view of population in the Maryland Route 100 study area, Anne Arundel County and Howard County Census Tract data have been obtained from the respective planning agencies. The boundaries of those statistical areas which are directly overlain by the study corridor are shown on Figure III-1 and population data are presented in Table III-2.

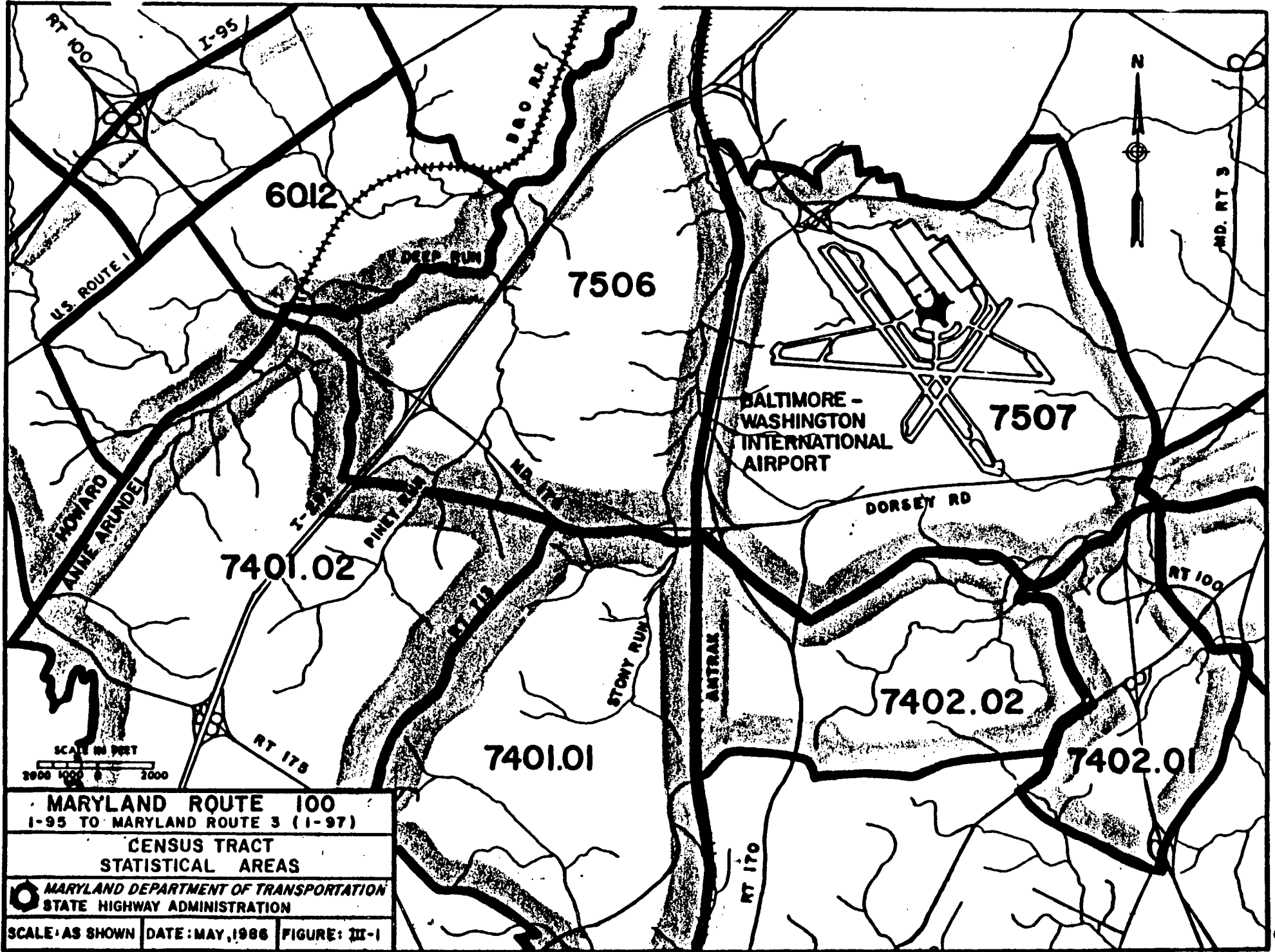
TABLE III-1

REGIONAL POPULATION DATA

	<u>A.A. County</u>	<u>Howard County</u>	<u>Baltimore S.M.S.A.</u>	<u>Maryland</u>
1960	206,634	36,152	1,803,745	3,100,689
1970	298,042	62,394	2,071,016	3,923,897
1980	370,773	118,570	2,174,023	4,216,446
1985	398,554	140,100	2,226,000	4,350,100
1990	435,000	165,600	2,296,000	4,535,450
2000	479,000	189,900	2,424,000	4,862,900
2005	490,000	211,700	-	-

(Source: U.S. Bureau of Census, Maryland Department of State Planning)

3-III



MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

CENSUS TRACT STATISTICAL AREAS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE AS SHOWN DATE: MAY, 1986 FIGURE: III-1

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TABLE III-2
STUDY AREA POPULATION

*A.A. Co. Census Tract	Population				Households			
	1970	1980	1985	2005	1970	1980	1985	2005
7401.01	2,028	13,087	15,359	18,840	760	3,973	4,894	6,686
7401.02	2,733	3,149	4,234	9,371	781	1,052	1,509	3,801
7402.01	5,162	7,293	7,162	8,069	1,413	2,396	2,474	3,117
7402.02	1,760	2,136	2,363	3,981	492	666	748	1,271
7506	1,908	1,650	1,564	1,406	507	525	523	525
7507	1,027	904	859	794	291	305	305	315
A.A. Co. Subtotal:	15,218	28,219	31,541	42,461	4,244	8,917	10,453	15,715
*Howard Co. Census Tract								
6012	-	5,122	6,573	12,932	-	1,870	2,140	5,029
STUDY AREA TOTAL	-	33,341	38,114	55,393	-	10,787	12,593	20,744

* Refer to Figure III-1

The data shows that 31,541 persons resided in the Anne Arundel County portion of the study area in 1985; or 7.9 percent of the total county population. The growth in these census tract areas since 1970 has been 107 percent, which is well in excess of the 34 percent experienced by Anne Arundel County as a whole. The population of the Anne Arundel County portion of the study area is projected to increase by an additional 35 percent in the next twenty years to a 2005 population of 42,461. As shown in Table III-2, the area of greatest population growth in the corridor has occurred in census tract 7401.01, which is bounded by Dorsey Road to the north, Ridge Road to the west and the AMTRAK Railroad to the east.

A total of 6,573 persons live in the Howard County portion of the Route 100 study corridor (1985), which is 4.7 percent of the total Howard County population. The area's 18.2 percent population growth since 1980 is more than the 12.5 percent experienced by the county as a whole, where the most significant population growth has occurred in the Columbia area.

The total 1985 population of the statistical areas in both Howard and Anne Arundel Counties within the Route 100 study area is 38,114, and this is projected to increase to 55,393 by the year 2005.

Table III-3 shows that the minority composition of the study area portion in Anne Arundel County is 23.9 percent, which is greater than the overall county figure of 13.4 percent. The minority composition in the Howard County portion of the study area (Census Tract 6012) is 10.2 percent, while the total Howard County figure is 11.7 percent.

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TABLE III-3
 STATISTICAL DATA
 1980 Census

A.A. Co. Census Tract	Median Family Income	Media Housing Value	Pop. below Poverty	Race (Percent)		
				White	Black	Others
7401.01	\$19,377	\$64,300	1,570	64.16	31.22	4.62
7401.02	25,429	61,633	197	90.76	7.62	1.62
7402.01	24,335	64,900	420	86.56	10.82	2.02
7402.02	24,314	65,600	8	78.93	19.57	1.50
7506	26,066	54,909	123	86.73	12.06	1.21
7507	<u>22,022</u>	<u>66,200</u>	<u>85</u>	<u>88.50</u>	<u>8.96</u>	<u>2.54</u>
TOTAL: (A.A. Co.)	\$23,591	\$62,923	2,403	76.1	20.6	3.3
Howard Co. Census Tract						
6012	\$21,236	\$58,724	45	89.8	(— 10.2 —)	

From 1980 Census data, the percentage of elderly persons (age 65+) in the Anne Arundel County portion of the study area was approximately 3.3 percent; and for Howard County Election District 1 the figure was approximately 8.9 percent.

b. Housing

The reported 1980 median house values in the Maryland Route 100 study corridor, which contains approximately 9,800 total housing units, was approximately \$62,500. The median rent per housing unit was \$237 per month. Median housing values for Anne Arundel and Howard Counties as a whole were \$65,700 and \$85,700 respectively.

The continuing rapid population growth in the study area has resulted in a significant increase in housing units, and this is projected to continue into the future. Table III-2 shows the existing and projected housing data for the census tracts encompassing the study area as developed by the Anne Arundel County and Howard County Offices of Planning and Zoning.

The 1985 household count for the Anne Arundel County portion represents a 146 percent increase since 1970, and this is projected to increase by another 50 percent by the year 2005. Reference to Table III-2 and Figure III-1 shows that essentially none of this housing growth is projected to occur north of Dorsey Road, while the area of most rapid growth will be census tract 7402.02; the Elmhurst-Munson Heights area.

Housing in the Howard County portion of the study area is projected to double in number by the year 2005 with the vast majority of this growth occurring to the west of U.S. Route 1.

c. Family Income

Statistical data from the 1980 census (see Table III-3) show the Anne Arundel County portion of the study area to have had a median family income of \$23,591/year. This was slightly lower than that for Anne Arundel County as a whole (\$24,771) and slightly higher than the median for the State of Maryland (\$23,114). The percentage of the population in these census tract areas which are living below poverty level is approximately 8.5 percent. The Howard County portion of the study area (census tract 6012) shows a median family income of \$21,236, with approximately 2.3 percent of the population living below the poverty level.

d. Communities and Cities

The Maryland Route 100 Corridor is located within the metropolitan area of Baltimore City, whose southern boundary is approximately six miles north of the Corridor. Washington, D.C., the nation's capital, lies 20 miles to the southwest of the study area; while the City of Annapolis, Maryland's seat of government, is located approximately 15 miles to the southeast. Just beyond the eastern limit of the study area is the town of Glen Burnie which, with a 1980 population of 37,000, is a major center of retail and commercial activity in Anne Arundel County. Centered approximately five miles west of the study area in Howard County is the 14,000 acre planned community of Columbia, which has a 1985 population of approximately 62,000 and is where more than half of the County's 3,000 businesses have located.

Within the study area itself are a number of smaller communities (shown on Figure III-2) which maintain their individual identities. Included in these are the communities of Dorsey, Harmans, Burleytown/

Queenstown, and Matthewstown. Two of these are unique and distinct communities because of their heritage and maintenance of a strong sense of identity despite the land use changes occurring around them.

Matthewstown is a close knit minority community which has grown up around the original Matthews family who settled in the area as farmers approximately one hundred years ago. The physical extent of the community, as perceived by its residents, includes all of those homes on Matthewstown Road, Post Road, the north side of Ridge Chapel Road, and a scattering of homes around the Post Road-Harmons Road intersection. Nearly all of the people in this community, which consists of approximately thirty homes, are related to some degree to each other and can trace their lineage by blood or marriage to the original Matthews family. Children of this community have tried to remain in or return to the area, and thus its homes range in age from very old to new. The original Matthews house, at Matthewstown Road and Post Road, still exists and is occupied. Most of the residents are employed at Fort Meade, the Koppers plastic plant, or in construction contract work.

Queenstown is also a close knit and highly interactive minority community which has evolved and grown from four original families who first settled the area in approximately 1900. These original families were the Queens, the Galthers, the Burleys, and the Gambrells. The original families were truck farmers, and the area retained this farming character, as the children grew to adulthood and built homes on family land, up until World War II when other economic opportunities developed. A number of additional families moved to the area after the original four, and marriages between these various families has resulted in the existing community where nearly all

residents can trace some family relationship to the others. The original family homes still exist and are being occupied.

The Queenstown Community as perceived by its residents includes all homes along Queenstown Road, and on the various side streets off of Queenstown Road, from Telegraph Road to Donaldson Avenue (a length of approximately 1.9 miles). Although current mapping shows two separate communities of Burleytown and Queenstown in the area, the residents view no such distinction, and consider the area to be a single community. The center for community interaction is the Metropolitan United Methodist Church, originally established in 1917 at Queenstown Road and Donaldson Avenue, and moved to its present location in 1976.

Housing growth in the Queenstown community, which currently consists of approximately 120 homes, has generally occurred as a result of family transactions, as children have tended to stay and settle in the community. Thus, ages of homes range from old to new. Economically, the families of Queenstown generally are in the lower to lower middle income range. Major employers for the community are Westinghouse and Fort Meade, and it has been estimated by community members that as many as a quarter of the residents are retirees.

Dorsey is a small residential community located on Dorsey Road between the Baltimore-Washington Parkway and U.S. Route 1. The community straddles the county line between Anne Arundel and Howard Counties and is approximately 50% minority. The old B&O railroad tracks follow the county border and divide Dorsey in two. The bulk of the minority residents live in the Anne Arundel County section. There are three industrial parks in the immediate vicinity.

Dorsey dates back to the nineteenth century and originated as a rail stop for the B&O railroad. At one time there was a hotel (no longer existent) owned and operated by two sisters named Dorsey; hence the town's name. The primary landholders were members of three families, the Reimsnyder's, Powells and Goldman's. Most residents of Dorsey at that time were railroad employees, and their dependents.

When the train station was abandoned the nature of the community changed. The town ceased to grow and residents who worked for the railroad either moved or found work elsewhere in the area, most notably at Fort Meade and the National Security Agency (NSA).

Harmans is a small community located along Dorsey Road between Route 170 and Ridge Road (Shipley's Corner). The town is adjacent to Baltimore-Washington International Airport and a large industrial park. Most of the area residents live in one of four subdivisions. Sandalwood, Ridgeview and Leeds are three adjacent subdivisions of different ages and character. Ridgeview and Leeds are somewhat older than Sandalwood and lie on either side of it. The homes in these subdivisions range from lower to middle income. Timber Ridge is a subdivision just east of Harmans that contains over 100 middle to upper middle income homes.

Harmans originated in the mid-nineteenth century as a rail stop for the Penn Central Railroad. At one time, Harmans had a blacksmith shop, a cannery, a brick mining operation, a pigment mill, and a general store and post office. Another general store was located at Shipley's Corner and is preserved today as an historical landmark (Shipley House). There were five major families who owned the land around Harmans: the Shipley's, Hawkins, Kellys, Clarks, and Harmans (for whom the town was named).

Since the railroad station closed, Harmans, like Dorsey to the west, has changed. There is no longer as much cohesiveness in the community. Most residents work outside the area and three high schools draw from the community.

Approximately one and one-half miles east of Harmans is McPherson. McPherson is a small cluster of homes located on the south side of Dorsey Road. At one time McPherson was a rail stop for the old and abandoned Washington, Baltimore and Annapolis (W.B.&A.) Railroad.

Between Harmans Road and the AMTRAK rail line, east of Matthewstown, lies the Harmans Woods housing development. This community consists of seven to eight hundred homes all constructed within the last five years.

2. Community Facilities

The Maryland Route 100 study area supports a full range of community facilities, including eleven churches, five schools, and six parks and recreation areas. Figure III-2 shows the locations of these facilities, and they are identified in the legend to that figure.

A post office in the study area is located at Old Dorsey Road and Old Coaling Road. Fire protection is provided by Fire Company 21 located at Shipley Corner, and from the East by Glen Burnie Fire Department 33. Nearby police stations include the Waterloo State Police Barracks located at Maryland Route 175 and U.S. Route 1, a state police barracks near Maryland Route 176 on Hammonds Ferry Road and Anne Arundel County Police Headquarters located on Route 3 near Benfield Boulevard. The nearest health care facility is the North Arundel General Hospital located east of the study area in Glen Burnie.

3. Parks and Public Recreation

A total of six parks and public recreation areas serve the study area, and these are shown on Figure III-2. Four of these are Anne Arundel County facilities, one is a state park, and the remaining is under the ownership of the State Aviation Administration (SAA).

The Patapsco Valley State Park is a very large State owned land and forest reservation extending along the Patapsco River and its major tributaries which provides along its reach opportunities for recreational activities like camping, fishing, hiking, and canoeing. As shown on Figure III-2, a branch of the Patapsco Valley State Park reaches into the northern portion of the study area along Deep Run to a point approximately one mile north of existing Dorsey Road.

The remaining parks are community recreation areas containing baseball diamonds and other facilities. These are Queenstown Park located on Queenstown Road; Friendship Park, owned by SAA and leased by Anne Arundel County, located off of Dorsey Road north of Queenstown; Harmans Park located off Ridge Chapel Road at Ridge Road; Jessup and Dorsey Park located off Race Road; and the Severn-Danza Park located on Donaldson Avenue south of the study corridor.

4. Economic Profile

There are major centers of economic activity impacting upon the economic base of the Maryland Route 100 Study Corridor. These

Include the City and Port of Baltimore, the Baltimore-Washington International Airport, the Fort Meade military Installation, and the government office complexes located in Annapolis. Each of these provides for employment and economic spin-offs to the study area, but the one which has the greatest impact upon the Immediate Route 100 Study Corridor is the BWI Airport, which is located adjacent to Dorsey Road.

The Port of Baltimore is located approximately six miles north of the study area. With 45 miles of improved waterfront, it is the third largest port in terms of cargo value in the United States, and the second busiest containerized cargo port on the U.S. Atlantic and Gulf Coasts. The port offers modern efficient facilities to handle the unloading and loading of up to 200 vessels at the same time, and serves 4,500 ships from 45 countries annually.

The Fort Meade military Installation, located just south of the Maryland Route 100 Study Corridor, is an active U.S. Army Base. It, in conjunction with the rapidly expanding National Security Agency also on the Fort Meade military Installation, is a major center of employment for the area.

The government complexes located in Annapolis are the centers for State, County, and City governments. Numerous state, county and city office buildings are located in and around Annapolis, with direct employment at all three levels estimated at approximately 16,000 people.

The Baltimore-Washington International Airport is the only major airport in Anne Arundel County, and the largest in the state. Operated by the Maryland State Aviation Administration, it provides air service to more than 240 domestic and overseas cities with 48 air carriers (passengers and freight) and commuter airlines that total 475 flights daily. BWI handled 4.5 million passengers in 1982, and also handles more than 60 percent of the region's air-cargo through its 8 cargo facilities. In addition to these typical airport operations, it has attracted a substantial amount of industrial development to the study area. Over 20,000 jobs in and around the airport have been generated as a result of this growth. Much of the existing and projected economic growth of the corridor, along with its associated traffic problems and service needs, can be directly or indirectly attributed to the BWI Airport presence. The 1987 BWI Master Plan calls for expansion of the airport runway system. Master Plan Public Hearings were held in December, 1986. Each of the runway expansion alternatives under consideration would require additional use of the airport property south of the existing runways to Maryland Route 176. (See State Aviation Administration letter of December 30, 1985 in correspondence section). The SAA has recommended an expansion alternate south of and parallel to existing runway 10/28.

There are currently ten industrial parks located within the Maryland Route 100 study area; six in Anne Arundel County and four in Howard County. A fifth industrial park is in the planning stages in the Howard County portion, and a seventh is under development in Anne Arundel County. These industrial parks are listed in Table III-4 and shown on Figure III-2.

Table III-5 summarizes 1980 census employment data for the study area, and for Anne Arundel and Howard Counties as a whole. The data show that the greater part of the labor force in the study area is employed in white collar occupations, although not to the same degree as the region as a whole. Unemployment rates varied significantly between the different census tracts, but the overall Anne Arundel County portion of the study area unemployment rate of 5.6 percent was slightly greater than that for Anne Arundel County as a whole. The 3.6 percent unemployment rate for the Howard County Portion of the study area was also greater than the entire Howard County Figure. Employment in farm operations is very minor throughout the study area. Anne Arundel County's single largest private employer, the Westinghouse Electric Corporation, with an employment of 15,000 people, is located just north of the Study Corridor adjacent to the BWI Airport.

TABLE III-4
STUDY AREA INDUSTRIAL PARKS

<u>Name</u>	<u>Approx. Acreage</u>	<u>Location</u>
Friendship Airpark	27 Acres	South side of Dorsey Road at WB&A Road
BWI Commerce Park	60 Acres	Along Telegraph Road between Dorsey & Queens-town Roads
Baltimore Commons Business Park	400 Acres	North of Dorsey Road at Harmans
Airport Industrial Park	65 Acres	NW Quadrant of BWI at Route 170
Parkway Industrial Center	200 Acres	NW Quadrant of Dorsey Road & B.W. Parkway
Parkway Industrial Center II	(being developed)	SW Quadrant of Dorsey Road & B.W. Parkway
Telegraph Industrial Park	40 Acres	East side of Telegraph at Wieker Road
Route 100 Industrial Park	176 Acres	East side of U.S. Route 1 North of Dorsey Road
Elkridge Industrial Park	20 Acres	East side of U.S. Route 1 North of Dorsey Road
Harwood Industrial Park	35 Acres	East side of U.S. Route 1 North of Dorsey Road
Brookdale Industrial Park	16 Acres	East of U.S. Route 1 on Brookdale Road
Dorsey Business Center	82 Acres	N.E. Quadrant of U.S. Route 1 and Dorsey Road

TABLE III-5
 EMPLOYMENT DATA
 (1980 Census)

A.A. Co. Census Tract	Labor Force Total No.	Force Percent Unemployed	Percent White Collar	Occupation Percent Blue Collar	Percent Farm	Percent Service
7401.01	6148	7.16	56.99	26.50	0.52	16.00
7401.02	1782	2.38	49.45	38.05	0.00	11.93
7402.01	3936	4.97	63.32	26.13	0.52	10.02
7402.02	1092	4.42	55.01	31.60	1.16	12.35
7506	962	5.54	12.17	81.82	0.00	0.00
7507	436	2.98	55.08	35.93	2.46	6.61
Howard County						
<u>Census Tract</u>						
6012	2776	3.60	49.51	37.23	0.90	12.36
A.A. Co.						
Total	172,785	4.54	60.3	12.08	0.87	26.75
Howard Co.						
Total	63,279	2.27	72.45	9.27	1.32	16.95

5. Land Use

a. Existing Land Use

Existing land use in the Maryland Route 100 study area is shown on Figure III-3. Residential land uses are generally located south of Dorsey Road in scattered communities described in Section III.A.1.d. Areas of commercial and light industrial activity are located throughout the study area in isolated locations or in conjunction with industrial parks which are more fully described in Section III.A.3. The remainder of the existing study area land use includes parcels of agricultural lands and conservational areas, woodlands, and open space, along with the large area covered by the BWI Airport.

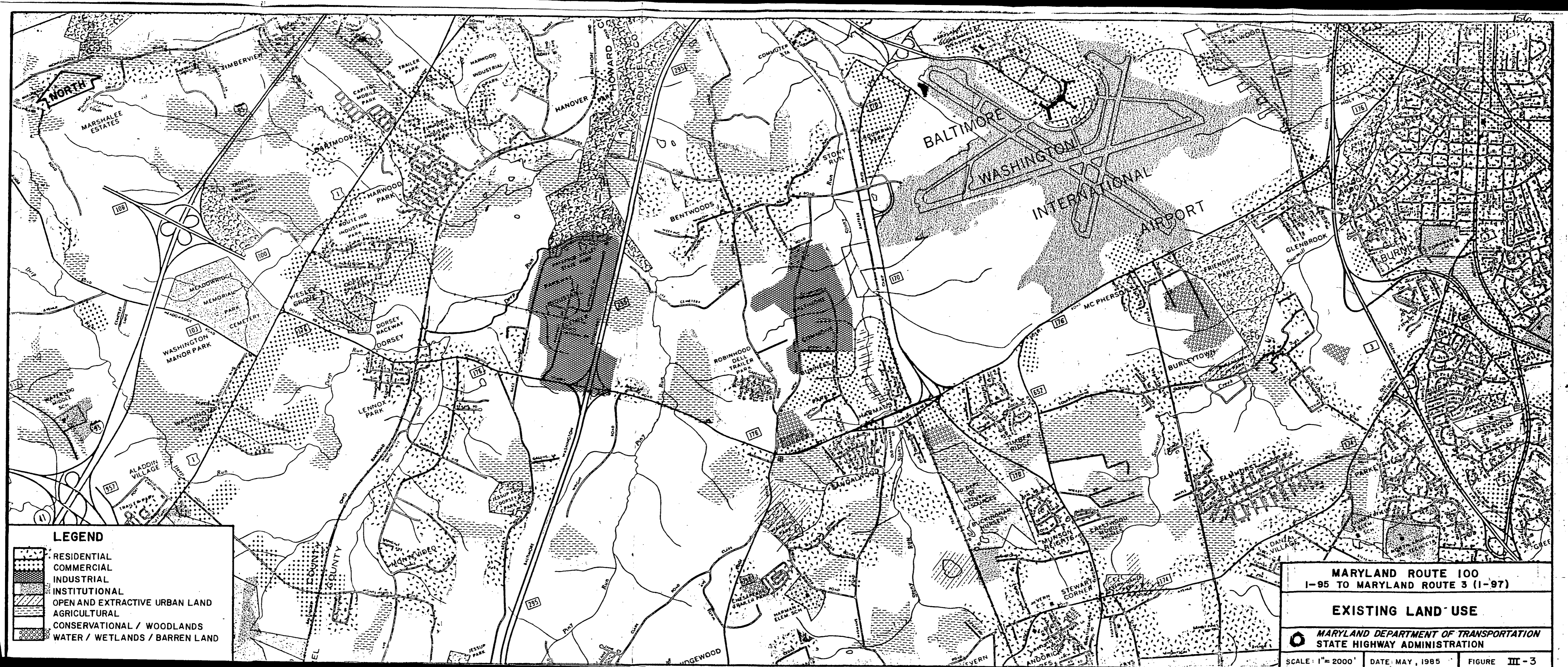
b. Future Land Use

Both Anne Arundel County and Howard County have established general development plans which include proposed land usage within their respective regions and serve as official policy for growth and development. The General Plan for Howard County was adopted in 1982. Because of its strategic location within the metropolitan Baltimore-Washington Corridor, increasing development is planned for the eastern portion of the County; and the challenge addressed by the General Plan was the need to accommodate this expected growth while maintaining the high quality of development which has characterized Howard County for the past two decades. The General Development Plan for Anne Arundel County, Maryland was adopted in 1978. Its expressed purpose is to establish policies to provide for and take advantage of future growth in a manner that will be beneficial to most people. It seeks to prepare for the County's future in a careful, positive, and consistent manner,

and to provide a policy framework within which decisions can be made to deal with problems facing the County. Information from proposed land use maps in these two documents have been incorporated onto Figure III-4 to show proposed land use for the Maryland Route 100 study area. The construction of a new Maryland Route 100 roadway connecting U.S. Route 1 with Maryland Route 3 is consistent with each of these development plans.

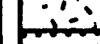


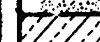
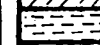

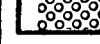

The Anne Arundel County General Development Plan proposes a near continuous band of light industry and industrial parks around the BWI Airport perimeter, and continued industrial park development in the Parkway Industrial Center area. With the exception of open space and recreation areas, the remaining portion of the Anne Arundel County study area is proposed for residential land usage. Residential areas east of Telegraph Road and between Ridge Road and the Baltimore-Washington Parkway, will be rural (1/2 unit per acre or less), while residential areas west of the Baltimore-Washington Parkway and between Ridge Road and Telegraph Road are proposed to be low density residential areas (2 units per acre or less).

Figure III-4 shows that the Howard County General Plan calls for extensive industrial land use from the County line west to I-95. West of I-95, the proposed land use is predominantly residential, although a planned employment center is proposed for the S.W. quadrant of the interchange. The Howard County Office of Planning and Zoning projects that combined industrial and commercial land use in the Elkridge Election District (which includes the Howard County portion of the study areas) will increase from its 1985 area of 539 acres to 948 acres in the year 2005.



NORTH

LEGEND

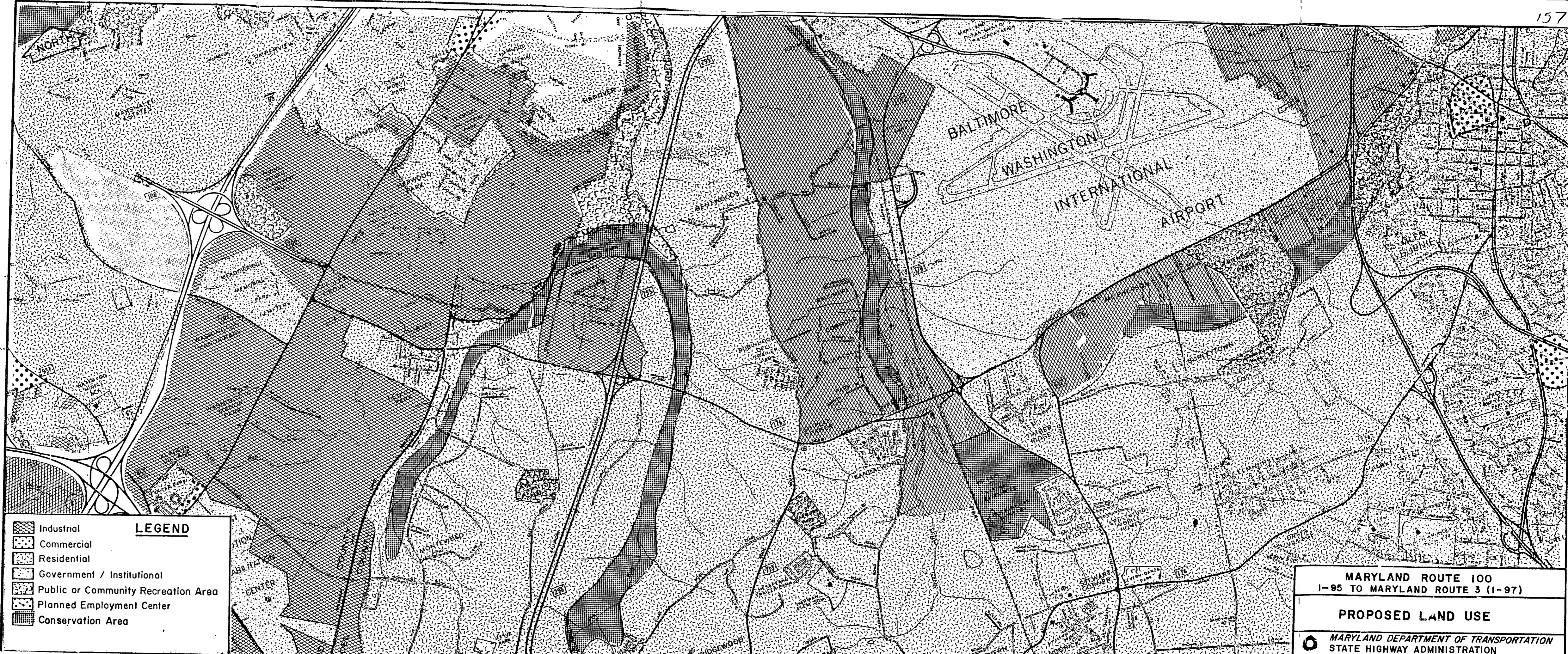
-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  OPEN AND EXTRACTIVE URBAN LAND
-  AGRICULTURAL
-  CONSERVATIONAL / WOODLANDS
-  WATER / WETLANDS / BARREN LAND

**MARYLAND ROUTE 100
I-95 TO MARYLAND ROUTE 3 (I-97)**

EXISTING LAND USE

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

SCALE: 1" = 2000' DATE: MAY, 1985 FIGURE III-3



LEGEND

- Industrial
- Commercial
- Residential
- Government / Institutional
- Public or Community Recreation Area
- Planned Employment Center
- Conservation Area

MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97)

PROPOSED LAND USE

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

B. Transportation

1. Transportation Facilities

The Maryland Route 100 Study Area and its surrounding region are serviced by major air, rail, ship, and highway transportation routes.

Two major links in the U.S. Interstate Highway System pass in a north-south direction through the Corridor. Interstate 95, as well as Maryland Route 295 (Baltimore-Washington Parkway), provides convenient automobile and truck access to Washington, D.C. to the south and to Baltimore and the entire U.S. Northeast Corridor to the north. Maryland Route 3 (Proposed Interstate 97) will provide convenient interstate access south to Annapolis, as well as north to Baltimore. The study area's strategic location and excellent interstate highway access allows overnight truck transport to 30 percent of the nation's population and 36 percent of the nation's manufacturing establishments throughout the northeast, midwest and southeast. This consumer market within overnight reach of the study area represents: 70 million people, 31.5% of the effective buying income in the United States, and 29.3% of the retail sales in the U.S. Over 150 motor carriers are authorized to serve Anne Arundel County, and the southeast portion of Howard County is served by over 100 motor freight lines. The other major north-south route serving the study area is U.S. Route 1, roughly paralleling I-95, while the major east-west roadway is Maryland Route 176 (Dorsey Road).

Air service, both passenger and cargo, is provided by the Baltimore-Washington International Airport located adjacent to the Study Corridor. With 48 carriers it provides service to more than 240 domestic and

overseas cities. In 1982, BWI handled a total of 4.5 million passengers on an average of 475 flights per day. It offers 24 hour air-cargo services through 8 cargo facilities.

Water transportation for the study area is provided by the nearby Port of Baltimore. Located as much as 200 miles closer to the midwest than any other of the Atlantic seaports, it is the third largest port in terms of cargo value in the U.S., and one of the safest and most secure ports in the world. It serves 4,500 ships from 45 countries annually.

Rail transportation is provided by the Chessie System (C&O/B&O/WM) and by AMTRAK, both of which have rail lines passing through the Study Corridor. AMTRAK has a commuter station adjacent to the BWI Airport, and with nine daily commuter trains it provides passenger transportation to cities throughout the U.S. Northeast Corridor.

2. Traffic Volumes

1983 traffic volumes and resulting traffic operational details in the project vicinity are shown in Figure I-3. Projected traffic volumes for the No-Build conditions in the design year 2010 are shown on Figure IV-1. These are Average Daily Traffic (ADT) volumes. The projected volumes indicate traffic demand associated with planned land use development and roadway improvements scheduled for implementation. These improvements include Maryland Route 176 (Dorsey Road) being upgraded to four lanes from Maryland Route 295 to Hammonds Ferry Road and Maryland Route 3 being upgraded to an Interstate highway (I-97). The projected volumes assume that Route 100 is not built between I-95 and I-97.

As shown, projected traffic growth on Maryland Route 176 (Dorsey Road) is considerable since it will remain the major east-west roadway in the study area. The traffic increases average approximately 33 percent and range from 19 percent west of Route 295 to over 40 percent between Maryland Routes 713 and 170.

3. Traffic Operations

Level of service describes traffic operating conditions during peak hours and varies primarily with traffic volume, number of lanes and geometrics. It is a measure of such factors as speed, traffic interruptions or restrictions and freedom to maneuver. Six levels of service, designated A through F, from best to worst, have been established to identify traffic operations (Highway Capacity Manual, 1965). Level-of-service A represents a condition of relatively free flow (low volumes and high speeds). At level-of-service E, volumes are at or near the capacity of the highway. For a more detailed description of levels of service for uninterrupted and interrupted conditions, see the Glossary of Terms in Appendix A of this document.

A traffic analysis for the recent widening of Maryland Route 176 between Maryland Routes 295 and 652 has not been conducted. However, this widening is accepted as an interim relief measure and is not expected to significantly increase the level of service in this area. In the design year 2010, Maryland Route 176 will operate at a level-of-service F from U.S. Route 1 to I-97 even though it would be four lanes wide between Maryland Route 295 and I-97. The resulting level of service and traffic operations are not compatible with the 1978 General Development Plan for Anne Arundel County or the 1982 Howard County General Plan.

C. Natural Environment

1. Study Area Location

The Maryland Route 100 Study Corridor extends across northern Anne Arundel County into eastern Howard County, Maryland. Figure 1-1 is a location map of the Route 100 project. The area's physical geography, temperate climate, and association with the Baltimore Metropolitan area has provided a setting for a relatively rapid and recent residential growth trend. Much of the area does, however, still remain rural. Its nearness to Baltimore, and relative close proximity to Washington, D.C. and the seat of state government in Annapolis, provides assets which make the area a desirable place to live and work. The Baltimore/Washington International (BWI) Airport, located adjacent to the study corridor, has encouraged a rather extensive expansion of commercial and light industrial activities in the area.

2. Climate

Because of its latitude and proximity to the moderating influences of the Chesapeake Bay, the Maryland Route 100 study area experiences a relatively moderate, humid, temperate climate. Weather patterns tend to move from west to east, resulting in a continental type climate with well defined seasons. Average monthly temperatures at BWI Airport, adjacent to the study area, range from 33.4 degrees F. in January to 76.6 degrees F. in July. Minimum temperatures occur at the end of January and beginning of February with early morning temperatures averaging about 24 degrees F. Daily maximum temperatures occur in late July, averaging about 88 degrees F. The average growing season, or number of days between the last frost in the spring and the first frost in the fall, is 194 days.

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Average annual precipitation at the BWI Airport is 40.5 inches. This is spread rather uniformly throughout the year, although the summertime is more prone to both heavy rain and drought conditions. Peak rainfall intensities are associated with thunderstorms or hurricanes. Significant freezing rain occurs on an average of two or three times per year, usually in January and February. The heaviest amount of snow usually falls in February. Snow flurries usually occur 25 days per year with snowfalls exceeding one inch occurring on an average of nine days per year.

3. Physiography - Topography

The Maryland Route 100 Study Corridor lies within two physiographic provinces, the Atlantic Coastal Plain and the Piedmont Plateau. The greater portion of the study area, including all of that within Anne Arundel County, lies within the Atlantic Coastal Plain province and is characterized by a level to gently rolling topography with slopes ranging from zero to ten percent. The western end of the study corridor, lying within Howard County, contains portions of both the Atlantic Coastal Plain and the Eastern Piedmont Plateau physiographic provinces. The Piedmont Province is composed of metamorphic rocks that have been uplifted and extensively folded and faulted, and exhibits a greater surface relief. In this area the relief is also level to rolling, but some slopes range up to fifteen percent.

Surface elevations in the study area range from a low of approximately 60 feet mean sea level (MSL), along the Deep Run floodplain to a high of approximately 240 feet MSL. at the I-95 Interchange area.

4. Geology - Soils

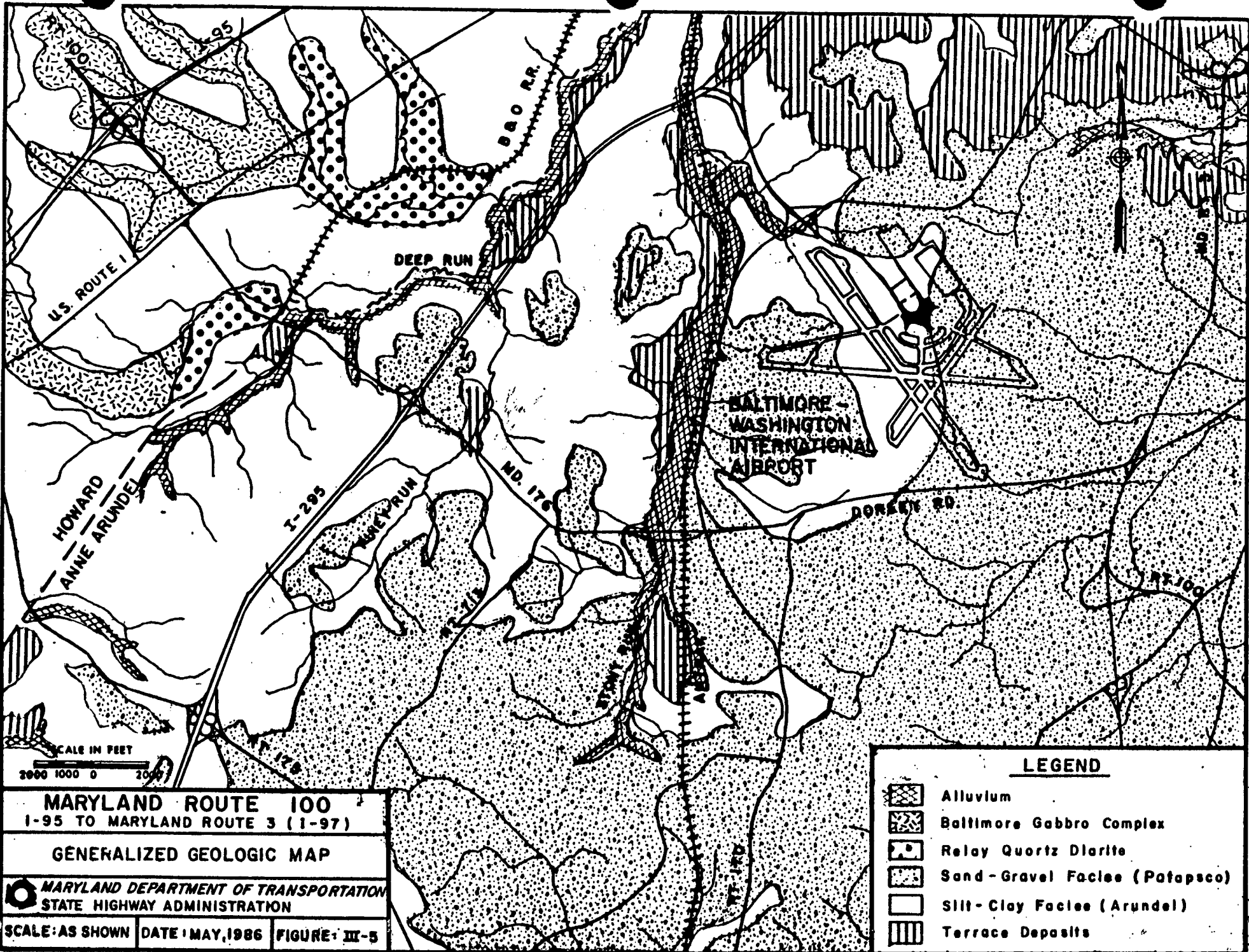
a. Geology

The Atlantic Coastal Plain Province, in which most of the study corridor lies, is underlain by a series of southeasterly dipping layers of unconsolidated sand and clay with lesser amounts of gravel. These sedimentary rocks form a relatively thin veneer over an eastward continuation of crystalline rock from the Piedmont Plateau, which outcrop in the western end of the study area.

The outcropping geological formations in the study area range in age from early Paleozoic in parts of the Howard County portion, to early Cretaceous in most of the Anne Arundel County portion, to recent along certain floodplains of the area. The specific formations found in the corridor are described as follows and as shown on Figure III-5.

Potomac Group - This complex group of sand-gravel and silt-clay facies, which were formerly divided into the Arundel and Patapsco formations, occupy nearly the entire northern third of Anne Arundel County and the great bulk of the study area. Thickness of the group ranges from 50 to 1,600 feet.

The Patapsco formation, or sand-gravel facies, outcrops in nearly the entire area east of Stony Run in Anne Arundel County and in large portions of the area west to Howard County. They are generally white, buff, red-brown to varicolored interbedded quartz sand, pebbly sand, gravel, and subordinate silt clay.



SCALE IN FEET
 2000 1000 0 2000

MARYLAND ROUTE 100
 1-95 TO MARYLAND ROUTE 3 (I-97)

GENERALIZED GEOLOGIC MAP

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

SCALE: AS SHOWN DATE: MAY, 1986 FIGURE: III-5

LEGEND	
	Alluvium
	Baltimore Gabbro Complex
	Relay Quartz Diorite
	Sand-Gravel Facies (Patapsco)
	Silt-Clay Facies (Arundel)
	Terrace Deposits

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The Arundel formation, or silt-clay facies, outcrops extensively in the study area west of Stony Run and into Howard County. They are generally red, tan, gray, buff, or mottled clay, silt, and subordinate fine to medium-grained muddy sand.

Baltimore Gabbro Complex - These are Early Piedmont Plutonic rocks outcropping in the U.S. Route 1 - I-95 portion of the study area. The formation is mainly hypersthene gabbro with subordinate amounts of olivine gabbro, norite, anorthositic gabbro and pyroxenite.

Relay Quartz Diorite - This Early Piedmont Plutonic rock formation outcrops in areas east of U.S. Route 1 in Howard County. It is composed of intensively foliated, fine grained, light colored quartz diorite to albite granite.

Alluvium - In the study corridor, alluvium occurs along the Stony Run and Deep Run floodplains. It is composed of interbedded sand, silt-clay, and subordinate gravel. Alluvium comprises very heterogeneous sediments with poorly-sorted muddy sand and silt the dominant lithologies. Organic matter, including leaves, branches, and logs, is a common component. In places, thin peats occur.

Terrace Deposits - Small areas of terrace deposits outcrop in the study corridor. These occur on terraces flanking Stony Run, Piney Run, and Deep Run as shown on Figure III-5. They are composed of a heterogeneous mixture of interbedded sand, gravel, and silt-clay, and are typically tan, buff, gray or reddish brown.

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Present and potential geological resources of economic value in the study area include sand, clay and iron ore. Deposits of economically valuable sand occur in the sand-gravel facies of the Potomac Group (Patapsco formation) mainly in that portion of the study area east of Stony Run. These sand-gravel bodies range from 5 to 60 feet in thickness and consist of quartz sand, pebbly sand and sand gravel. A significant potential source of clay is in the silt clay facies (Arundel formation) west of Stony Run. These clays are lenticular, range in thickness from a few feet to 100 feet or more, and are suitable for bricks and other structural clay products. Around the turn of the century, one of the largest clay operations in the County was the Washington Hydraulic Pressed Brick Company, located south of Harmans. Several inactive or abandoned operations are located in this area.

From the early 1700's to the late 1800's, iron ore was one of Anne Arundel County's most important mineral resources. The ore occurs chiefly in the lower part of the silt clay facies, and several former iron ore operation sites are located on the western end of the study corridor, particularly between Deep Run and the Baltimore Washington Parkway. Maryland's largest iron ore operation was the Timber Neck Ore Banks (Great Falls Iron Company) located about one mile northeast of the intersection of the B-W Parkway and Maryland Route 176. This area was once termed the "badlands" of Anne Arundel County due to the extent of the mining operations. No currently operational iron ore operations exist in the study area however.

Generally, geologic features of the study area pose no significant difficulty to roadway construction, although some precautions must be considered in highway design. Cut banks in thick Potomac clay bodies tend to be

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unstable over long periods of time due to jointing; bank failures during wet weather stemming from slippage along joint planes are common as is wedging caused by freezing and thawing. Floodplain alluvium, as occur at Deep Run and Stony Run, generally underlie the floodplains from one valley wall to the other, and range in thickness from a few feet to as much as 15 feet. Constraints on construction in floodplains are several; the sediments are generally loose and water-saturated due to a perennially high water table and they are subject to inundation during flood events.

b. Soil Associations

The U.S. Soil Conservation Service along with the Maryland Agricultural Experiment Station has conducted soil surveys of Anne Arundel and Howard Counties. These surveys have classified and mapped the soils of the two counties into fifteen separate soil associations, where an association consists of at least one major soil series and one minor soil series which consistently occur together. The Route 100 Study Corridor encompasses four major soil associations. These soil associations are summarized below:

Evesboro-Rumford-Sassafras - Covering most of that portion of the study area in Anne Arundel County east of Ridge Road, this association consists of excessively drained and well-drained sandy and loamy soils, found on gently sloping to moderately steep slopes. The major soils have few limitations other than slope for residential and community development. Some important minor soils have limitations for use as building sites or for septic systems, because of their unstable substratum, slowly permeable sub-soils or seasonably high water table.

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Mul Kirk-Evesboro - This association covers the study area from approximately Ridge Road west to Deep Run in Anne Arundel County. It consists of well-drained loamy and clayey soils and excessively well drained sandy soils, found on nearly level to steep slopes. These soils are underlain by unstable clays, which pose a potential hazard to development.

Beltsville-Chillum-Sassafras - Covering most of the Route 100 Study Corridor in Howard County, this association consists of deep, moderately well drained, gently sloping to strongly sloping soils of the Coastal Plain.

Neshaminy-Monalto - This soil association covers a small area between U.S. Route 1 and I-95 in the Howard County portion of the study corridor. It is composed of deep, well-drained, moderately slowly permeable, gently sloping to steep soils.

The Soil Conservation Service (SCS) has developed mapping for farmlands of statewide importance in Anne Arundel County. The information shows that there are no important farmlands in the study area west of the AMTRAK rail line. There are scattered areas of important farmlands between AMTRAK and the Baltimore Washington Parkway, but only a very small portion of these areas are classified as "Prime" farmland. No similar mapping for important farmlands has been performed by SCS for the Howard County portion of the study area.

An extensive evaluation of zoning maps and soils data for the MD Route 100 alternatives has been performed by the Soil Conservation Service specifically for this project to determine if the Farmland Protection Policy Act (FPPA) applies to this area. The FPPA does not apply to any of the

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alternates in Anne Arundel County due to either the preclusion from FPPA by current zoning, or to a lack of soils qualifying as prime or of statewide importance in those areas not precluded by zoning. However, a small area of statewide important soils was found to be applicable in Howard County.

5. Water Resources

a. Surface Water

(1) Drainage Areas - The Maryland Route 100 Study Corridor lies entirely within the Patapsco River Watershed. That is, all surface runoff from the corridor ultimately finds its way to the Patapsco River and thence to the Chesapeake Bay. Within this major watershed, the study corridor crosses four tributary streams to the Patapsco River. These streams are Deep Run, Piney Run, Stony Run, and Sawmill Creek. Figure III-2 shows the drainage divides for their respective drainage areas. In addition to these streams, there are numerous natural and man-made ponds in the study area.

The total Patapsco River Watershed has a drainage area of 1056 square miles. The drainage area of those tributaries crossing the Route 100 Study Corridor totals approximately 41 square miles, or 3.9 percent of the Patapsco Watershed area. Some basic information on each of these tributary drainage areas is provided below:

Piney Run - Located entirely within Anne Arundel County, this stream is actually a tributary to and part of the total drainage area of Deep Run. The existing Dorsey Road crosses this stream approximately one-half mile east of the Baltimore/Washington Parkway. Its drainage area is 2.8 square miles.

Deep Run - This is the largest of the drainage areas overlain by the Maryland Route 100 Corridor, covering all of that portion within Howard County and extending into Anne Arundel County. Just north of Dorsey Road, the Howard/Anne Arundel County boundary leaves the B&O railroad line and follows this stream to the Patapsco River. Excluding the Piney Run subdrainage area, Deep Run has a total drainage area of approximately 17.8 square miles.

Stony Run - Generally paralleled on the east by the AMTRAK line, Stony Run drains that area of the study corridor which includes the community of Harmans and the western portion of BWI Airport. It has a total drainage area of approximately 9.9 square miles and flows directly to the Patapsco River.

Sawmill Creek - This stream drains the study corridor area east of Telegraph Road, including the community of Queenstown and the eastern portion of BWI Airport, as well as a major portion of Glen Burnie. With a total drainage area of approximately nine square miles, it is a tributary to Furnace Creek and Curtis Creek on their way to the Patapsco River. The U.S. Geological Survey did maintain a record gaging station on Sawmill Creek near Baltimore/Annapolis Boulevard (1944 to 1952) and recorded an average stream flow of 8.26 cubic feet per second (CFS). The peak 100-year flow at this location was determined to be 205 cfs.

(2) Surface Water Quality - Water quality standards have been developed by the State of Maryland for four different water use classifications, and all of the streams in the Maryland Route 100 corridor have been designated as Class 1 waters. Under this classification, the waters must be protected for contact recreation, fish and other aquatic life, and for

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wildlife. This protection is sufficiently stringent to allow for its use as a water supply.

The State does not have specific water quality sampling data for the four streams crossing the Route 100 corridor, but the West Chesapeake River Basin Water Quality Management Plan (1976) summarizes existing water quality for the Patapsco Watershed. Water quality is generally good with dissolved oxygen, pH, and temperature consistently meeting state standards. However, localized bacterial problems do occur. The streams are generally characterized by high turbidity and slow moving water. There are no known point source discharges of pollution into these streams, and the principle threat to water quality is from non-point source runoff from urban development.

(3) Floodplains - The four major streams of the Route 100 Study area typify most water courses in that they flow in definite channels bordered on both sides by flat areas or valley floors referred to as floodplains. The channel can contain within its banks a discharge of only moderate size, and during periods of high stage the floodplain is inundated and in effect becomes part of the river channel. These floodplains therefore provide design constraints on highway projects.

The Federal Emergency Management Agency (FEMA) under the National Flood Insurance Program has mapped the limits of the 100-year floodplains for those streams in the Route 100 Corridor, and these floodplains are shown on Figure III-2. A 100-year flood is a storm that has a one percent chance of occurring in any year.

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Floodplains contribute to the area's environmental quality in a number of ways. They contain, retard and absorb flood water, provide important wildlife habitats and buffer streams. Floodplains are unsuitable for development which can be damaged by flooding or which will increase flooding.

Figure III-2 shows that Deep Run, Piney Run, Stony Run, and Sawmill Creek all have 100 year floodplains along the study corridor, with some extending up to 600 and more feet in width.

b. Groundwater

Within the study area there are two major aquifers which supply groundwater for Anne Arundel County. These are the Patapsco and Patuxent formations, which occur as a series of irregularly shaped wedges that dip gently, generally less than 1 degree, to the southeast. Groundwater is stored in the pore spaces of these granular deposits. The Patapsco formation outcrops extensively in the study corridor (See Figure III-5, Section III.C.4.), and these outcroppings serve as important recharge areas for the aquifer. The deeper Patuxent formation in the vicinity of the study area is a confined or artesian aquifer with its recharge area primarily to the west in Howard County.

The Patapsco is a multi-aquifer formation consisting of irregularly stratified interbedded, variegated silt and clay and clayey, subgrounded, fine to medium grained quartzose sand; with minor amounts of gravel. Sand percentages of the total Patapsco thickness generally range between 25 and 50 percent. Individual sand beds often exceed 50 feet in thickness. It is an extremely productive groundwater source. Well yields

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range from 3 to 2,160 gallons per minute (gpm); although yields over 1,000 gpm are exceptional. The Patapsco's transmissivity generally ranges between 160 ft²/day and 6,700 ft²/day (Hansen, 1972b) with the highest values occurring in Anne Arundel and Baltimore Counties. Storage coefficients for the formation tend to range between .005 and .00005.

The Patapsco Formation is the most widely used aquifer in the Maryland Coastal Plain, with most of this usage concentrated in the up-dip (that is: upwards and parallel to the dip of the formation) counties, including Anne Arundel. Generally, in most up-dip areas, the natural quality of Patapsco groundwater is good for potable supplies and most other uses. The water tends to contain less than 10 ppm of chlorides west of the Chesapeake Bay, and total dissolved solids are also low in the western portions of the formation. The up-dip portions of the formation which occur in the study area tend to yield very soft water, which is also acidic (low pH) with high concentrations of dissolved iron.

In parts of the Baltimore-Sparrows Point Industrial area, apparent over pumping and chemical contamination of the recharge zone in the past, seems to have altered the chemical quality of the formation's water. Some Patapsco wells in that industrial area now produce water that is either abnormally acidic, high in hardness, and/or high in chlorides and total dissolved solids. This points out two potential problems with the Patapsco. These are: the possibility that over pumping in areas near to where the formation outcrops under brackish water could cause brackish water intrusion into the formation; and the possibility that indiscriminate dumping of wastes in the formation's recharge zones could contaminate the formation's groundwater.

The Patuxent Formation consists of irregularly stratified, cross-bedded and lenticular white or light gray to orange-brown, moderately sorted, angular sands and subrounded gravels; also gray to ochreous silt and clay beds which occur in amounts ranging from less than 25 percent to greater than 75 percent of total formation. Like the Patapsco Formation, it is one of the most productive water bearing formations in Maryland. Its transmissivity ranges between 130 ft²/day and 10,700 ft²/day with the highest values appearing in Anne Arundel, Baltimore and Harford Counties. Typical Patuxent storage coefficients range between .001 and .00001. The best well yields range from a few hundred to 1,200 gallons per minute.

The natural water quality of the Patuxent Formation is generally good in most up-dip locations. In these up-dip areas, the formation's water is commonly soft, low in total dissolved solids (TDS), low in chlorides and with moderately low but acceptable pH levels. High iron content is, however, often a problem in the up-dip areas. Further down-dip the water tends to become harder, more alkaline, lower in dissolved iron content, higher in chlorides and higher in total dissolved solids until the water is too brackish for normal potable use in some parts of Maryland's Eastern Shore.

In the immediate area of the Route 100 Study Corridor, Anne Arundel County maintains a major well field which taps the Patapsco and Patuxent formation aquifers. This thirteen well field is located along Dorsey Road and Hammonds Ferry Road and serves the Glen Burnie potable water service area. Two of the wells are observation wells only. Treatment is provided at the Dorsey Road Treatment Plant which provides aeration, chemical treatment, fluoridation, sedimentation, and filtration for a maximum capacity of 6.0 million gallons per day (mgd). Six of the wells in the Dorsey Road field are

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drawing water from the Patapsco formation and five are drawing from the Patuxent formation. The Patapsco wells range in total depth from 131 feet to 186 feet, and the Patuxent wells range from 474 to 590 feet. Figure III-2 shows the locations of these wells.

6. Ecology

a. Vegetation

With the advent of agricultural and urban land uses into the study area, formerly extensive woodlands have been greatly reduced. However, significant areas of woodlands do still remain. Brush, et al (1976), in the Vegetation Map of Maryland have identified large wooded areas in the corridor west of the Baltimore-Washington Parkway, along the Stony Run and Deep Run stream valleys, and in the southeastern portion of the study area. The woodlands along Stony Run and Deep Run have been identified as belonging to the River Birch-Sycamore Association, while the remaining woodlands belong to either the Tulip Poplar Association or the Chestnut Oak-Post Oak-Blackjack Oak Association. These associations are briefly described below:

River Birch-Sycamore Association - Associated species include, red maple, poison ivy, Virginia creeper, greenbriers, sweet gum, Japanese honeysuckle, southern arrowwood, tulip poplar, spicebush, black gum, grape, Ironwood, American holly, flowering dogwood, black cherry, green ash, white oak, brambles, elderberry, slippery elm, and sassafras.

Chestnut Oak-Post Oak-Blackjack Oak Association- Associated species include red maple, black gum, white oak, sassafras, greenbriers, American holly, Virginia pine, black oak, Japanese honeysuckle, beech, early low blueberry, flowering dogwood, sweet gum, scarlet oak, Spanish oak,

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mockernut hickory, Virginia creeper, black cherry, sweet pignut hickory, dwarf huckleberry, mountain laurel, southern arrowwood, and tall deerberry.

Tulip Poplar Association - Associated species include red maple, flowering dogwood, Virginia creeper, black gum, white oak, sassafras, black cherry, grape, mockernut hickory, southern arrowwood, Japanese honeysuckle, pignut hickory, black oak, poison ivy, greenbriers, beech, spicebush, northern red oak, mapleleaf viburnum, early low blueberry, choke cherry, and brambles.

In addition to woodland vegetation, there are agricultural areas composed of old fields, pasture, hay and grain crops; along with residential development with its associated vegetation of lawns, gardens, and ornamental trees and shrubs. Appendix D tabulates representative vegetation of the study area.

Threatened or Endangered Vegetation

The Maryland Natural Heritage Program maintains records of rare, threatened, or endangered plants which occur throughout the State, and their data indicate that no such species occur in the immediate vicinity of this project. Several state rare plants Arundinaria gigantea (Giant Cane), Carex barrattii (Barratt Sedge) and Helonias bullata (Swamp Pink) have been reported in the floodplains of Stony Run and Deep Run in the vicinity of Alternate 4. Two of these, C. barrattii and H. bullata, are federal candidate species presently under consideration by the U.S. Fish and Wildlife Service for listing as threatened or endangered species.

b. Wildlife

The diverse vegetation and land use patterns in the study area provide a variety of habitats for wildlife with four principal

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types in abundance. These are forest, old field, wetland, and freshwater aquatic communities. Each habitat has its own characteristic wildlife population, and there is also a considerable amount of edge effect at the interface between habitats which enhances the productivity and diversity of wildlife. Appendix C lists representative species of animals of the study area. Birds, mammals, fish, frogs, salamanders, turtles, and snakes are all well represented.

Some of the streams in the project area are tributary to waters that have been recorded as anadromous spawning streams for species such as alewife, and white and yellow perch. However, streams that cross the study corridor are not known to serve as spawning areas.

Threatened or Endangered Wildlife

Except for occasional transient individuals, there are no known federally threatened or endangered species which reside in the study area, (refer to letter in correspondence section).

c. Wetlands

Wetland areas occur throughout the study area, predominantly along the major streams and tributaries. The U.S. Fish and Wildlife Service National Wetlands Inventory maps were used to identify wetlands of the study area, and these are shown on Figure III-2. Extensive areas of wetlands occur along Stony Run, and Saw Mill Creek and Deep Run, and scattered other pockets of wetlands occur throughout the corridor. These are all non-tidal wetlands of the Palustrine ecological system. Wetland areas along the streams are dominantly forested, broad leaf deciduous, mapped as having either temporarily flooded or seasonally flooded water regimes; with smaller areas of

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narrow leafed, emergent vegetation of temporarily flooded water regime. The remaining wetlands include many open water, intermittently exposed ponds.

These wetlands are essential components of estuarine and freshwater ecosystems, providing valuable habitat and food for numerous species of plants and animals. Physically, the wetlands function as erosion control mechanisms and sediment traps. Hydrologically, vegetated wetlands function as buffer systems to flood water. Their unique water holding capacity, estimated to be as much as 300,000 gallons per acre, allows them to store excess water which is released at times of drought to aquifer recharge areas. Vegetated wetlands also provide significant pollution abatement by acting as nutrient sinks which decrease water pollution by metabolizing nitrates and phosphates and by absorbing and assimilating gaseous air pollutants.

A more detailed wetlands analysis has been performed for those areas that may be impacted by the developed alternatives. Wetlands limits and characteristics were refined by the use of detailed soil series mapping from soil surveys of both Howard and Anne Arundel Counties, and by field investigations also. Field investigations were conducted on November 18, 1986 and March 30, 1987 with representatives of the U.S. Fish & Wildlife Service, the MD DNR wetlands Division, and the U.S. Corps of Engineers. Notes of this reconnaissance are included in the Correspondence Section. These soil surveys characterize the suitability of specific soils series for both wetland plants and wetland wildlife habitat. Ten separate wetland areas have been identified along the path of the selected alternate (Alternate 3B Modified). Limits of these areas are shown on Figures II-26 thru II-35, and Table III-6 summarizes information on each. Table III-6a summarizes data on wetlands associated only with the other Build Alternates.

TABLE III - 6
DESCRIPTION OF WETLANDS

<u>Wetland (a) Number</u>	<u>Location</u>	<u>Classification</u>	<u>Representative Vegetation</u>	<u>Approximate width thru Corridor (b)</u>
W-1	Along Sawmill Creek, East of Friendship Park	Palustrine forested Broad leaf deciduous Temporary flooding regime	Red Maple, Black Gum Winterberry, ferns, Chokeberry	775'
W-2	Along Sawmill Creek near WB & A Road	Palustrine forested Broad leaf deciduous Temporary flooding regime	Sweet Gum, Red Maple, White Oak, arrowwood High brush blueberry	640'
W-3	Buckingham Nursery	Palustrine forested and Palustrine emergent areas	Black Gum, Maple, Willows, River Birch, Cattails	675'
W-4	Along Stony Run South of Koppers Plant	Palustrine forested and Palustrine emergent areas	Red Maple, Spagnum Moss, Winterberry, Viburnum	800'
W-5	Stony Run Tributary NE of Harmons Park	Palustrine forested Broad leaf deciduous	Red Maple, Black Gum	570'
W-6	Piny Run Tributary S.W. of Shipleys Corner	Palustrine forested, Broad leaf deciduous, Needle leaved evergreen	Red Maple, Black Gum, River Birch, Pitch Pine	180'
W-7	Along Piny Run S. of Dorsey Road	Palustrine forested, Broad leaf deciduous	Red Maple, Black Gum, River Birch	250'
W-8	Along Deep Run Trib. near Race Road	Palustrine forested Broad leaf deciduous	Sycamore, Red Maple, Viburnum	480'
W-9	Along Deep Run North of Dorsey	Palustrine forested Broad leaf deciduous	Sycamore, Black Gum, Red Maple, Chokeberry	1760'
W-10	Along Deep Run Trib. West of U.S. Route 1	Palustrine forested Broad leaf deciduous	Sycamore, Black Gum, Red Maple, Arrowwood	500'

(a) See Figures II-26 thru II-35

(b) Widths are approximate as estimated in the field and by soil survey data; may vary to time of year and hydrologic support system. Maps indicate approximate maximum extent.

TABLE III - 6 (a)
STUDY AREA WETLANDS SUMMARY

<u>Wetland Number</u>	<u>Affected by Alternate No.</u>	<u>Location</u>	<u>Classification</u>	<u>Area (acres)</u>
W2-1	2	BWI Airport nr. Post 11	PFOIA	0.3
W2-2	2	BWI Airport @ Dorsey Rd.	PFOIA/PEMIE	1.9
W2-3	2	E. of Wright Rd. along Dorsey Rd.	PFOIA/R3UBL	4.5
W2-4	2	Along Dorsey Rd. opposite St. Marks Church	PFOIA	0.3
W2-5	2	Old Dorsey Rd. @ Dorsey Rd.	PEMIEX	0.2
W2-6	2	Between Dorsey & Old Dorsey W. of MD 170	PFOIE	2.1
W2B-1	2B	S. of Friendship Pk. @ BWI	PFOIA	0.6
W-2B-2	2B	Between WB & A Rd. & Route 3	PFOIA	1.9
W-2B-3	2B	Along Jones Road	PFOIA	1.7
W-3A-1	3A	At Bend in Jones Road	PFOIA	2.2
W-3A-2	3A	E. of WBA Rd., S. of Queens-town Road	PFOIA	2.0
W-3A-3	3A	W. of WB & A Rd.	PFOIA/R3UB	1.2
W-4-1	4	End of S. Thomas Rd.	POWHx/PEM5Gx/PFOIE	6.2
W-4-2	4	Along O'Connor Rd.	PFOIA	8.6
W-4-3	4	I 295/Race Rd. Int. Area	PFOIA	1.0
W-4-4	4	E. of I 295 @ Race Rd.	PFOIA	2.6
W-4-5	4	S.E. Quadrant I-295 Inter-change	R3UBI/PFOIE	5.5

TABLE III - 6 (a) (cont.)
STUDY AREA WETLANDS SUMMARY

<u>Wetland Number</u>	<u>Affected by Alternate No.</u>	<u>Location</u>	<u>Classification</u>	<u>Area (acres)</u>
W-4-6	4	I 295 interchange E. of I-295	PFOIA/POWH	3.2
W-4-7	4	I-295 interchange N. of Rt. 100	PFOIA/R3UB2H	1.6
W-4-8	4	Along Race Rd. E. of I-295	PFOIA	0.3
W-4-9	4	E. of Race Road	PFOIE/R3UBIA	1.7
W-4-10	4	E. of Deep Run	PFOIG	0.3
W-4-11	4	Patapsco St. Park	PFOIE	0.4
W-4-12	4	Patapsco St. Park, S. R/W	PFOIA	0.1
W-4-13	4	Patapsco St. Park, W. of Pond	PFOIA	1.3
W-4-14	4	Patapsco St. Park	PFOIE	1.0
W-4-15	4	Between Race Rd. & I-295	PFOIE	0.4
W-4-16	4	BWI Airport near Rt. 170	R3UB2	0.6
W-4-17	4	Patapsco State Park	PFOIA	0.8
W-4-18	4	Patapsco State Park	PFOIA	0.7
W-4-19	4	Patapsco State Park	R4	0.1
W-4-20	4	Amtrack lines near I-170	PFOIA/POWx/ PEM5H/R3UBI	25.5
W-4-21	4	W. of Ridge Road	PFOIE	0.6
W-4-22	4	NW of W-4-21	PFOIA	1.0
W-4-23	4	BW & A Road	PFOIE	4.3

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TABLE III - 6 (a) (cont.)
STUDY AREA WETLANDS SUMMARY

<u>Wetland Number</u>	<u>Affected by Alternate No.</u>	<u>Location</u>	<u>Classification</u>	<u>Area (acres)</u>
W-4-24	4	W. of WB & A Road	P35IA/PFOIA	3.4
W-4-25	4	E. of WB & A Road	PEM5A	0.1
W-4-26	4	E. of WB & A Road	POWX	2.0
W-4-27	4	Sawmill Creek area	PFOIA	1.7
W-4-28	4	Along Jones Road	PFOIA	2.2
WC-1	X Over	E. of Ridge Road	PEMIE	0.5
WC-2	X Over	E. of Ridge Road	PEM2A	0.3
WC-3	X Over	W. of Ridge Road	R41	0.1
WC-4	X Over	Piney Run N. of Dorsey Road	R35BI	0.8

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7. Environmentally Sensitive Areas

Environmentally sensitive areas along the study corridor include the Troyhill Natural Environmental Area and the Maryland Department of Natural Resources' Buckingham Forest Tree Nursery.

In the eastern quadrant of the I-95 - Maryland Route 100 Interchange in Howard County is the Troyhill Natural Environmental Area. The area is a tract of approximately 57 acres of woodlands and pioneer growth which is also a historical site included on the National Register of historic places. Troy, which includes a house built in 1820, is the remaining fragment of an original 1100 acre parcel settled in 1695 by John Dorsey. Howard County has tentative plans for developing this site into an arboretum to be run by the Elkridge Heritage Society, which will include meadows and shrub planting, wildflower areas, and restoration of the existing building. The site will thus become an area of high scenic and environmental value. Since this area lies outside the study area limits, it will not be impacted by the project, and is not discussed further in this report.

The Buckingham Forest Tree Nursery is an approximately 130 acre area located adjacent to the AMTRAK line south of Dorsey Road (see Figure III-2). It is operated by the Maryland Department of Natural Resources to provide seedlings of various species for use throughout the State. Environmental concerns that have been identified for this site regarding impacts from a new roadway include loss of land for seeding beds, disruption or pollution of the spring fed system of irrigation ponds, and potential air pollution problems. A separate environmental study has been developed to address the concerns for this nursery, (Analysis of Impacts on Buckingham Nursery resulting from Proposed MD Route 100 - October, 1986), and is available for review

at the Maryland State Highway Administration Library, 707 North Calvert Street, Baltimore, Maryland and at all State Depository Libraries. The results are summarized below and in Section IV.C.5 of this document.

The Buckingham Nursery property is comprised of several habitat types based on natural successional stages, past mining practices and present nursery practices. Various portions of the property are used by State Forest, Park and Wildlife personnel for production of seedlings, seed orchards, field production areas, and tree plantation areas. There are also fallow fields, grass covered areas and newly cleared areas.

Seed areas are used to grow tree seedlings on an annual or biannual basis. Seed orchard areas are planted groves of trees used to produce seeds. These seeds are then harvested and used to produce seedlings. Field production areas are fields used to grow trees beyond the seedling stage. These trees are raised to sapling stage before being removed for planting elsewhere or are used to grow trees from which cuttings are taken on an annual basis.

There are several areas referred to as tree plantations and most of these are in white pines. The areas are used primarily for screening and aesthetics. Fallow fields are generally covered with sparse herbaceous growth, and these areas will be converted to tree production/propagation depending on the nursery scheduling. In addition, there are 15.1 acres of newly cleared land. A large portion is expected to be used in the near future for seed beds.

There are also wetland areas in the nursery described in the National Wetlands Inventory as palustrine, forested broad leaf, deciduous, seasonal (PFOIC). This wetland type is characterized by a thin canopy,

a well-defined shrub layer and hummocking. Red maple is the dominant canopy species, with sweet bay scattered throughout (facultative wetland species). Willow and tupelo are also occasional species. Pines and oaks are found along the drier edges and on raised areas which appear to be spoil piles and abandoned roadbeds.

Several small ponds are located within the nursery. These ponds are mostly excavated, having been created by past mining practices. The ponds are classified as POWFx or POWZx (palustrine, open water, unknown bottom, semipermanent or Intermittently exposed/permanent, excavated). The largest pond is used as a source for nursery irrigation water.

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D. Air Quality

The Maryland Route 100 project is within the Metropolitan Baltimore Interstate Air Quality Control Region. While only a portion of the region does not meet the primary standards for carbon monoxide (CO), the entire region is subject to transportation control measures such as the Vehicle Emission Inspection Program.

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project and is described in further detail in Section IV.D.

E. Noise

Existing Noise

Existing noise conditions in the study corridor are described in detail in Section IV.E.2., Ambient Noise Level Measurements, and in a supplemental report to this EIS (Maryland Route 100 - Noise Analysis Report). Noise sensitive areas along the study corridor such as residences, schools, hospitals, and parks, are identified in Section IV and ambient noise levels are presented.

In this assessment, noise levels are presented in terms of the A-weighted equivalent sound level, abbreviated here as Leq. It is a single number representation of the actual fluctuating sound level that accounts for all the sound energy during a given period of time. The units of Leq are A-weighted decibels or dBA. The A-weighting means that the sound level is measured in a method that approximates the response of the human ear with de-emphasis of low and very high frequencies, and emphasis on the mid frequency range.

In most residential areas, Leq values generally range between 50 dBA and 70 dBA. Quiet rural areas can be below 50 dBA, while noisy urban areas with either high volumes of street traffic or aircraft overflights can be above 70 dBA. Tables in Section IV.E. present the measured existing or "ambient" values of Leq along the proposed Maryland Route 100 corridor. In general, existing Leq ranges from mid-50's dBA to upper 60's dBA. Only within approximately 50 feet of Dorsey Road do existing street traffic noise levels exceed 70 dBA Leq.

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It should be noted that throughout the study area, noise from aircraft operations at Baltimore-Washington International Airport are audible, if not dominant. Aircraft noise, however, cannot be considered to completely cover up or "mask" street traffic noise. Aircraft noise is very different from street traffic noise, being characterized by relatively short duration, high level events, with quiet periods in between. Traffic noise, on the other hand, tends to be fairly constant in level, varying slowly as rush periods begin and end.

Thus, though aircraft noise exists, and was measured throughout the study area, it has been separated from the measured ambient Leq values. Tables in Section IV.E. showing measured ambient Leq values give both the total or "with aircraft" noise levels and the non-aircraft or "without aircraft" noise levels.

Future Noise Impacts

The effects of noise from the proposed Maryland Route 100 are judged in accordance with Federal Highway Administration (FHWA) standards and Maryland State Highway Administration (SHA) guidelines. According to FHWA regulations as given in 23CFR772 or in FHPM 7-7-3, traffic noise impacts occur when:

"...the predicted traffic noise levels approach or exceed the noise abatement criteria (see Table III-7), or when the predicted traffic noise levels substantially exceed the existing noise levels."

FHWA regulations further state that noise impact should be assessed for the noisiest hour of the day in the design year (this is usually the peak hour). Maryland State Highway Administration also considers an increase of 10 dBA or more above existing ambient levels to represent a significant impact.

TABLE III-7
NOISE ABATEMENT CRITERIA AND
LAND USE RELATIONSHIPS
SPECIFIED IN FHPM 7-7-3

<u>ACTIVITY CATEGORY</u>	<u>Leq(h)</u>	<u>DESCRIPTION OF ACTIVITY PROGRAM</u>
A	57 (Exterior)	Lands on 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.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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Throughout the study corridor, all noise sensitive land uses are considered to fall in Activity Category B of Table III-7. Thus noise impacts occur when computed design year Maryland Route 100 traffic Leq values exceed 67 dBA, or when these computed levels exceed the measured "without aircraft" levels by 10 dBA or more.

F. Cultural Resources

1. Historic Sites

The Maryland Historical Trust, in conjunction with the State Highway Administration, has identified seventeen sites of historical significance in the study area. Two sites, the Smith farm located near Telegraph Road at Queenstown Road and the Shipley House located on Ridge Road south of Shipley Corner, are considered eligible for the National Register by the State Historic Preservation Officer. The remaining 15 sites have been designated as being of Maryland Inventory Quality only, and not thought to meet the criteria for inclusion in the National Register. These historical sites are described in Table III-8 with their historical significance, and are located on Figure III-2.

The Bill Shipley House, (AA 125) is a frame house, built in the mid-nineteenth century, located on a hill overlooking the intersection of Dorsey and Ridge Roads. Consisting of two parts, the south section is two stories high and three bays long, with a long two story wing attached to the east on the rear side. Attached to the north side is another two story, 3 bay structure which served as a store until 1913. The house is complemented by a board and batten barn, numerous sheds and a frame corncrib which are located east of it. The building and its setting retain considerable integrity and is a visual reminder of the rural character of the area in the nineteenth and early twentieth century. It is also significant for its association with the Shipley family, prominent in the area, who built the house and occupied it until the sale to the current owner.

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The Smith Farm is visually dominated by the large, two story, four bay frame house which sits on a hill overlooking the surrounding cropland. This large, rambling, frame structure, probably built in the third quarter of the nineteenth century by the Smith family, is complemented by numerous farm buildings of later vintage, and a family cemetery located next to the house. The farm is significant as a palpable link to the agrarian and rural character of this section of Anne Arundel County in the nineteenth and early twentieth century and for the architectural character of the house and its traditional setting.

2. Archeological Sites

A Phase I Archeological Investigation of the project area identified 24 archeological sites that would be impacted by alternatives being considered. Of these, five prehistoric sites (18AN579, 18AN582, 18AN29A, 18AN352, 18AN580) and one historic site (18AN596) were identified as having potential National Register significance. One site, 18AN352, will not be impacted by alternates now being considered.

With the selection of Alternate 3B (Modified), Phase II archeological work will be undertaken at sites 18AN596, 18AN580, and either 18AN579 or 18AN582 to determine site boundaries, degree of impact, and National Register eligibility. If Alternate 4/3B had been chosen, Phase II archaeological work would have been undertaken at site 18AN29A.

Additional Phase I archeological reconnaissance would also have been undertaken in archeological test tract 12, along Alternate 4/3B which was not previously surveyed. This tract will not be impacted by Alternate 3B (Modified).

TABLE III-8
STUDY AREA HISTORICAL SITES

<u>Description*</u>	<u>Significance</u>
a. Frame dwelling	Maryland Inventory Quality only
b. Frame dwelling	Maryland Inventory Quality only
c. Smith Farm	National Register eligible
d. Frame dwelling and out buildings	Maryland Inventory Quality only
e. Hawkins house (AA 231)	Maryland Inventory Quality only
f. Farm on Harmans Road	Maryland Inventory Quality only
g. Alpha Assembly of God Church	Maryland Inventory Quality only
h. Dwelling (within park property)	Maryland Inventory Quality only
i. Piney Run (AA 124)	Maryland Inventory Quality only
j. Shipley House (AA 125)	National Register eligible
k. Frame dwellings, 7114 Wright Road	Maryland Inventory Quality only
l. Frame dwelling, Dorsey Road east of Balto./Wash. Parkway	Maryland Inventory Quality only
m. Frame dwelling, Dorsey Road east of Balto./Wash. Parkway	Maryland Inventory Quality only
n. Frame dwelling, 1576 Dorsey Road	Maryland Inventory Quality only
o. Frame dwelling on Abraham Road	Maryland Inventory Quality only
p. Frame dwelling on Abraham Road	Maryland Inventory Quality only
q. Frame dwelling on Dorsey Road, west of Balto./Wash. Parkway	Maryland Inventory Quality only

* See Figure III-2 for location of site

**IV
ENVIRONMENTAL
CONSEQUENCES**

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IV. ENVIRONMENTAL CONSEQUENCES

A. Social and Economic

1. Social Impacts

a. Residential Displacement and Relocation Availability

Residential displacement is based on preliminary relocation studies conducted by the State Highway Administration. The preliminary relocation report is available for examination at the offices of the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland. Relocation of any families and individuals displaced by the proposed project would be accomplished in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (P.L. 91-646) and as amended in 1987. A summary of the relocation assistance program of the State of Maryland is given in Appendix B.

No-Build Alternate

The No-Build Alternate would result in no residential relocations or displacements. This alternate would not serve the planned residential and commercial development throughout the study area and is not consistent with proposed land use for both Anne Arundel and Howard Counties.

Maryland Route 100 Alternates

Alternate 2 - Option A would require the relocation of 38 residences of which 34 are owner-occupied and 4 are tenant-occupied, affecting approximately 152 persons.

Under Alternate 2 - Option B, 39 residences would be relocated involving 35 owner-occupied and 4 tenant-occupied residences. Approximately 156 persons would be affected by this alternate.

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The relocation of 39 residences would be required for Alternate 3 - Option A. These relocations include 31 owner-occupied and 8 tenant-occupied residences affecting approximately 156 persons.

Alternate 3 - Option B would require 29 residences to be relocated, of which 19 are owner-occupied and 10 are tenant-occupied. Approximately 116 persons would be affected.

The Alternate 3 Interchange option at Maryland Route 295 would require 3 additional owner-occupied relocations; the Interchange option at Maryland Route 713 would require no additional relocations; and the Interchange option at Maryland Route 170 would require 1 additional owner-occupied relocation.

Alternate 3B (Modified), the selected alternate, would require 22 residences to be relocated of which 12 are owner-occupied and 10 are tenant-occupied. Approximately 88 persons would be affected.

For Alternate 4, 33 residences would be relocated of which 32 are owner-occupied and 1 is tenant-occupied. Approximately 132 persons would be affected by this alternate.

Alternate 4 with a connection to Alternate 3 - Option B near W.B. & A. Road would require 25 residences to be relocated of which 24 are owner-occupied and 1 is tenant-occupied. Approximately 100 persons would be affected.

The Alternate 3-Crossover-Alternate 4 alignment would require the relocation of 40 residences of which 37 are owner-occupied and 3 are tenant-occupied. This alternate would affect approximately 160 persons.

All the required relocations are expected to be completed in a timely, orderly and humane manner and without any undue hardship to those

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affected. A reasonable lead time of 24 months from the date of the initiation of negotiations would be necessary to accomplish the required relocations. "Housing of Last Resort" would be utilized, if necessary, to provide comparable decent, safe and sanitary housing.

A survey of the local real estate market reveals that there is sufficient comparable replacement housing in the area for the dislocated families. The survey for the Howard County area of the project was made in January, 1986 and the survey for the Anne Arundel County area of the project was made in March, 1987. Of the 25 homes found to be for sale in the Howard County area of the project, 3 were in the asking price range of \$30,000 to \$60,000 and 22 were greater than \$60,000. Four homes were found to be for rent with the monthly rent greater than \$300. All of the 118 homes found to be for sale in the Anne Arundel County area of the project were in the asking price range greater than \$60,000. Ninety-one rental units (twenty-four one-bedroom apartments, 36 two-bedroom apartments, eleven two-bedroom homes, 18 three-bedroom homes and 2 four-bedroom homes) with monthly rents greater than \$300 were found to be available. However, it should be noted that the nearest replacement housing for those families displaced from the Queenstown community would be in the Glen Burnie/Ferndale or the Ft. Meade area since there is no sufficient housing available within the community. There are no adverse impacts expected to the communities to which the displacees may move and there are no known outside projects which would affect the availability of replacement housing. No significant change in population density or distribution is expected.

In addition to the required displacements, an additional amount of right-of-way would be required from other properties to accommodate

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the new alignment required under each alternate. While much of the land is vacant, some parcels have been proposed for future development. Table S-1 in the summary shows the acreages affected by type under each alternate.

b. Effects on Minorities, Handicapped, Elderly Persons

The Build Alternates would have the following effects on minority residences:

Alternate 2 - Option A would displace 20 minority owner-occupied and 3 minority tenant-occupied residences. Approximately 80 persons would be involved. There would be 2 minority owner-occupied relocations from the Dorsey community located in the northwest quadrant of the existing Dorsey Road/Race Road intersection. From the immediate area east of the existing Dorsey Road/Maryland Route 295 interchange, 2 minority owner-occupied and 1 minority-tenant occupied residences would be displaced. The community of Shipley Corner would experience 4 minority owner-occupied, 1 minority tenant-occupied and 1 minority church displacement. One minority owner-occupied residence would be relocated from the southeast quadrant of the existing Dorsey Road/Maryland Route 170 interchange and 9 minority owner-occupied residences would be relocated from the Queenstown community.

Under Alternate 2 - Option B, 21 minority owner-occupied and 3 minority tenant-occupied residences would be relocated. This alignment has the same impacts as those for Alternate 2 - Option A, except that 10 minority owner-occupied residences would be displaced from the community of Queenstown.

The alignment for Alternate 3 - Option A would displace 24 minority owner-occupied and 1 minority tenant-occupied residences. There would be 5 minority owner-occupied relocations from the Dorsey community

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located in the northwest quadrant of the existing Dorsey Road/Race Road Inter-
section. From the immediate area east of the existing Dorsey Road/Maryland
Route 295 Interchange, 3 minority owner-occupied residences and 1 minority
tenant-occupied residence would be displaced. One minority owner-occupied
residence and 1 minority church would be displaced from the Shipley Corner
community. There would be 4 minority owner-occupied relocations from the
Burleytown section of Queenstown which lies along W.B. & A. Road north of Dorol
Court and the Queenstown community near Jones Road would experience 8 minority
owner-occupied relocations.

Alternate 3 - Option B would displace 9 minority owner-
occupied and 2 minority tenant-occupied residences. This alignment has the
same impacts as those for Alternate 3 - Option A from I-95 to the Maryland
Route 170 Interchange. East of Maryland Route 170, Option B curves northeast-
erly around the Queenstown community before tying into existing Route 100 at
I-97. One minority tenant-occupied residence would be displaced from the area
where Option B crosses under Queenstown Road.

The Alternate 3 Interchange option at Maryland Route 295
would require 3 additional minority owner-occupied relocations.

The Alternate 3 Interchange options at Maryland Route 713
and Maryland Route 170 would not require any additional minority relocations.

Alternate 3B (Modified), the selected alternate, would
displace 7 minority owner-occupied and 3 minority tenant-occupied residences.
There would be three minority owner-occupied relocations from the Dorsey com-
munity located in the northwest quadrant of the existing Dorsey Road/Race Road
Intersection. From the immediate area east of the existing Dorsey Road/Mary-
land Route 295 Interchange, three minority owner-occupied residences and one

minority tenant-occupied residence would be displaced. One minority owner-occupied residence and one minority tenant-occupied residence would be displaced from the Shipley Corner community. There would be one minority tenant-occupied relocation from the Queenstown community in the vicinity of the Smith Farm.

For Alternate 4, 12 minority owner-occupied residences would be relocated. Along Weeping Willow Road just east of Maryland Route 295, two minority owner-occupied residences would be displaced. One minority owner-occupied residence would be relocated from the area north of Calvary Church along Ridge Road and 9 minority owner-occupied residences would be displaced from the Queenstown community.

Under the Alternate 3 - Crossover-Alternate 4 alignment, 25 minority owner-occupied residences and one minority tenant-occupied residence would be relocated. There would be 5 minority owner-occupied relocations from the Dorsey community located in the northwest quadrant of the existing Dorsey Road/Race Road intersection. From the area immediately east of the existing Dorsey Road/Maryland Route 295 interchange, 10 minority owner-occupied residences and one minority tenant-occupied residence would be displaced. One minority owner-occupied residence would be relocated from the area south of Calvary Church along Ridge Road and 9 minority owner-occupied residences would be displaced from the Queenstown community.

Alternate 4/3B would require three minority owner-occupied residences to be displaced. Two of these relocations are along Weeping Willow Road and one is in the area north of Calvary Church along Ridge Road.

Because of close community relationships, the State Highway Administration will consider every reasonable measure to maintain neighborhood

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continuity. Relocation Assistance personnel will meet with each person to ascertain their replacement housing needs prior to displacement. Every effort will be made to mitigate community disruption and serve the individual needs by conducting relocation assistance informational meetings. These meetings will be designed to solicit community input and ideas regarding comparable replacement housing. While comparable replacement housing is available in nearby areas, special efforts will be examined including the use of Last Resort Housing to maintain, where possible, community ties. Close liaison with community leaders will be maintained to insure that individual needs are met through advisory services.

The needs of the elderly and handicapped will be considered as well as those of minority individuals.

The construction of Alternates 3 or 4 would remove through traffic from the local road network and would thus have a positive impact on access and travel patterns for any elderly who may walk and drive along those roads.

c. Summary of Equal Opportunity Program of Maryland State Highway Administration

It is the policy of the Maryland State Highway Administration to ensure 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, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway plan-

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ning, 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 may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

d. Access to Neighborhoods, Communities, and Community Facilities

For the most part, the Build Alternates would improve accessibility, travel time, and safety by separating local and through traffic. Access and travel time would improve for travel both within and outside the study corridor for intercounty commuters, local residents, and businesses in developing industrial areas. Maryland Route 100 would accommodate a majority of through and business truck traffic allowing less congested local business and residential use of Maryland Route 176 and intersecting streets. Interchanges would facilitate quicker and easier access, especially during peak volume periods.

No-Build Alternate - under this alternate, deteriorating traffic conditions will continue to worsen in the project area as congestion increases; posing hazards to children, bicyclists, pedestrians, and nearby residents. The increase in traffic and related congestion would lead to more disruptions to the residential and commercial development along existing Maryland Route 176 than would any of the build alternates. The No-Build Alternate would also lead to disruptions to communities along adjacent roads

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(notably Queenstown Road) as traffic would increasingly use these roads to avoid the congestion along Route 176.

Alternate 2 - From I-95 east to Maryland Route 295, this alternate would disturb no communities except for the part of Dorsey Road at the Maryland Route 176/Race Road intersection where there would be 6 residential displacements and disruptions to patterns of interaction would occur. While this alignment which is on new location would divide the community, access across MD. Route 100 is provided via the intersection with Race Road. This alternate would remove the through traffic of Maryland Route 176 from Race Road west to U.S. Route 1 increasing safety and access to the developments in this area.

Under this alternate the intersection of Maryland Route 176/U.S. Route 1 would be relocated approximately 1/4 mile south, to opposite Meadowridge Road, due to interchange construction. The existing intersection will terminate with a cul-de-sac. This relocation would not result in any significant changes in access or driving time for those using Maryland Route 176. Interchange construction at U.S. Route 1 would also result in the relocation of a residential area access road to opposite the relocated entrance to the Maryland Route 100 Business Park. These relocations would not have significant adverse effects in terms of accessibility.

Alternate 2 would continue east across the Chessie System (B&O Railroad) and O'Connor Road on bridge, tying into existing Maryland Route 176 at Race Road. Parkway Drive South will be connected by service roads to the existing Maryland Route 176 and Parkway Drive North (Parkway Industrial Center access) will also be connected by service roads to the Alternate 2

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alignment. Accessibility and travel time should not be significantly affected.

Alternate 2 then Interchanges with Maryland Route 295, running parallel, and just south of, Maryland Route 176. Access from Wright Road would be relocated east of its present intersection. Existing Dorsey Road, east of Maryland Route 295, would become a service road accessed by Alternate 2 at the intersection with the relocated Wright Road. This causes the travel distance to St. Marks United Methodist Church from the east to increase by approximately one (1) mile and no other significant impacts on accessibility are anticipated.

From Maryland Route 295 east to Maryland Route 713 (Ridge Road), Alternate 2 would cause 4 residential relocations from the area of the existing Wright Road/Dorsey Road intersection and at the Ridge Road/Dorsey Road intersection, displacements of 7 residences, 6 businesses, a church and cemetery would cause disruptions to the community of Shipley Corner.

The Alternate 2 alignment shifts slightly north of Maryland Route 176 East of the Ridge Road intersection to minimize impacts to the Sandalwood and Ridge View developments. There would, however, be an increase in traffic on some roads within the developments since access to the alignment in this area from the developments is limited to Leeds Road and Harmans Road. The Anne Arundel County Fire Department, located just east of Ridge Road, would be provided with emergency-only access to both eastbound and westbound Route 100. The Sandalwood development would have access from and to eastbound Route 100 at Leeds Road. There would be no direct access to Route 100 from

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Sandalwood Court. At the existing entrance to the Baltimore Commons Industrial Park, there would be an at-grade intersection allowing access to the Industrial park to the north and Old Dorsey Road to the south. Access from Harmans Road to westbound Route 100 would be at this intersection while access from Harmans Road to eastbound Route 100 would be at the existing Dorsey Road/Harmans Road intersection. There would be access to and from westbound Route 100 at Shipley Avenue. Access to eastbound Route 100 from Shipley Avenue would be via U-turns at the Baltimore Commons Industrial Park intersection and access to Shipley Avenue from eastbound Route 100 would be via U-turns at the Maryland Route 170 Interchange. Near Sandalwood, there would be access to and from westbound Route 100 for those residences along the north side of Dorsey Road and these residences would have access to eastbound Route 100 via U-turns at the Route 713 intersection and access from eastbound Route 100 via U-turns at the Baltimore Commons Industrial Park intersection. Travel to the Wesley Grove United Methodist Church from the east would be increased by approximately three-fourths of a mile and travel from the church to the west would be increased by approximately two-thirds of a mile.

The Alternate 2 alignment then bridges over the AMTRAK railroad and interchanges with Maryland Route 170 (Camp Meade Road). Access to the road leading to the Buckingham Tree Nursery is maintained.

East of Maryland Route 170, Alternate 2 is north of existing Dorsey Road and does not directly impact the Timber Ridge development. There is an at-grade intersection with Maryland Route 652 (Telegraph Road) which maintains access to the development.

The Alternate 2 - Option A alignment then turns south of Maryland Route 176, intersecting at-grade with W.B. & A. Road, and continues

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onto the I-97/Route 100 Interchange. Access to the northern section of Queenstown would be maintained by bridging over a relocated Jones Road. Alternate 2 - Option B continues to run parallel to Maryland Route 176 east of the Intersection with Maryland Route 652, turning south along the edge of Friendship Park and tying into the I-97/Maryland Route 100 Interchange which is identical to Option A. The VFW Post 160 building would be relocated under Option A while Option B would maintain access to the building since existing Dorsey Road would serve as a frontage road.

Under either option, there will be no significant increases in travel time or circuity of travel for the residents of Queenstown to use the existing road network. However, both options cross through the residential area of Queenstown near the existing Maryland Route 100 terminus at Maryland Route 3 with Option A requiring 9 relocations and Option B requiring 10 relocations at Maryland Route 3. Even though both options would bridge over a relocated Jones Road, the roadway would be a physical barrier that would essentially divide the community into north and south sections. Both options also would require the acquisition of the northern corner of the Metropolitan United Methodist Church property. Neither option would disturb Queenstown Park.

Alternate 3 - This alternate follows the alignment of Alternate 2 from U.S. Route 1 east to Maryland Route 295. Where relocated Dorsey Road ties into Race Road, there would be an interchange instead of the Alternate 2 at-grade intersection. This alternate would basically have the same effects as Alternate 2, except that 10 residential relocations would be required from the Maryland Route 176/Race Road intersection. Access across the freeway is provided via an overpass on the relocated Race Road.

Alternate 3 begins to diverge south of Maryland Route 176 east of Maryland Route 295. Wright Road would be relocated and bridged over Route 100 to tie into existing Dorsey Road. Access to Route 100 from Wright Road would be at the relocated New Ridge Road Interchange, increasing the travel distance from Wright Road to westbound Route 100 and from eastbound Route 100 to Wright Road by approximately one and three-quarter miles. Four relocations would be required from the area of the existing Wright Road/Dorsey Road Intersection. The Mount Pilgrim Baptist Church would be relocated. There would be no disturbance to St. Marks United Methodist Church, the Piney Run House, the Shipley House, Harmans Park or the Assembly of God Church.

The interchange at the relocated New Ridge Road (Maryland Route 713) includes an at-grade intersection of New Ridge Road and Dorsey Road which provides convenient access for the Anne Arundel County Fire Department to both eastbound and westbound Route 100. This interchange would also require the relocation of Watts Avenue and Ridge Chapel Road, resulting in an at-grade intersection on Route 713. Existing Route 713 would terminate with cul-de-sacs at the freeway.

The relocated New Ridge Road would be slightly longer but similar access to the existing roads would be maintained and no significant adverse impacts on travel to and from this area is anticipated.

The Alternate 3 alignment then crosses Harmans Road which would be closed at the freeway. Access from Harmans Road south of the freeway to Maryland Route 176 would be via Ridge Chapel Road and relocated New Ridge Road. Access to Harmans Elementary School would be one mile longer and more circuitous for those from the Maryland Route 176 area normally using Harmans Road and increasing traffic would result in front of the school. Traffic

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along Ridge Chapel Road is expected to increase due to the closing of Harmans Road and the provision of the Interchange on MD Route 100 with the Relocated Ridge Road. No relocations are required from the Matthewstown community.

Maryland Route 652 (Telegraph Road) would be closed with cul-de-sacs just north of the Alternate 3 Interchange with Maryland Route 170. This road closure would have no significant effect on accessibility to the area, including the Munson Heights Development.

The Alternate 3 - Option A alignment would then continue eastward from Maryland Route 170 and across W.B.&A. Road 1,300 feet south of Queenstown Road. W.B. & A. Road would be closed with cul-de-sacs on each side of the freeway and thus residences along W.B. & A. Road south of the freeway would have to travel to Dorsey Road via Maryland Route 174 and 170 and to Queenstown via Route 174 and Queenstown Road. The freeway crosses under Queenstown Road, and Queenstown Road will remain at-grade. A swim club and 4 residences would be relocated and W.B.&A. Road would terminate at the freeway thus separating those residences along W.B.&A. Road south of the freeway from the Burleytown section of the Queenstown community at the intersection of W.B.& A. Road and Queenstown Road.

The Alternate 3 - Option A connection to I-97 would be similar to Alternate 2 except that the ramp alignment would not cross Jones Road. The alignment would cross through the Queenstown community and require the relocation of 8 residences. Even though Queenstown Road would bridge over the freeway, the alignment in this area would act as a physical barrier that would essentially divide the Queenstown community into 'north' and 'south' sections.

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From the Maryland Route 170 Interchange, the Alternate 3-Option B alignment would curve northeasterly and cross under Queenstown Road and continue north of the Burleytown & Alberta Heights sections of the Queenstown Community. Queenstown Road would bridge over the freeway at approximately its current grade. Two residences would be displaced from the area where the alignment crosses under Queenstown Road. Option B would then curve easterly and cross W.B.&A. Road and go through the Landco Business Park and Friendship Park before tying into existing Maryland Route 100 at I-97. W.B.&A. Road would be terminated at the freeway with cul-de-sacs but no significant circuitous travel would result since access to Dorsey Road would be via Telegraph Road.

The nearest access to either option of Alternate 3 for residents of Burleytown and Queenstown would be at either Maryland Route 170 or I-97. However, access and travel on the local road network would improve due to the removal of through traffic.

Alternate 3B (Modified) (Selected Alternate) - The selected alternate basically follows the alignment of Alternate 3 - Option B and would have many of the same effects on neighborhoods, communities, and local access. Alternate 3B (Modified) includes several provisions for minimizing access problems with the building of this freeway. These include: a bridge over Maryland Route 295 which would connect Race Road and Wright Road (See Figure 11-30), bridging Harmans Road over Maryland Route 100 (See Figure 11-32) and bridging W.B.&A. Road over Maryland Route 100 (See Figure 11-34). Traffic on Ridge Chapel Road will still increase due to the interchange of MD. Route 100 and Relocated Ridge Road (Figure 11-31), but bridging Harmans Road over MD.

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Route 100 will decrease this traffic by providing direct access to Dorsey Road.

Provisions for minimizing community disruptions include using a standard diamond configuration for the Race Road Interchange (See Figure II-28) resulting in the relocation of 4 residences instead of 10 and shifting the alignment of the relocated Ridge Road (Figure II-31) to avoid the Mt. Pilgrim Baptist Church and cemetery. Bridging Harmans Road (Figure II-32) and W.B.& A. Road (Fig. II-34) over the freeway and providing a bridge over Maryland Route 295 to connect Race Road and Wright Road (Fig. II-30) also minimizes community disruptions by allowing access between neighborhoods without making the local residences utilize the freeway or causing circuity of travel.

For residents of Race Road, north of Maryland Route 176, and for residents of Wright Road (Fig. II-29,30), some circuity of travel will result from Alternate 3B (Modified). Even though the travel distances may increase, the travel times may be reduced due to the relief of traffic congestion on Maryland Route 176 and access to Maryland Route 100.

The residents of Queenstown will experience very little circuity of travel. The only existing road in Queenstown to be cul-de-saced is Telegraph Road (Fig. II-33) but W.B.&A. Road to Donaldson Avenue can serve this movement. Donaldson Avenue intersects W.B.&A. Road approximately 1.25 miles south of the Queenstown Road/W.B.&A.

The following table shows the distance and travel times for travel from Wright Road, Race Road and Queenstown Road to either end of the project (Maryland Route 176 Intersection with U.S. Route 1 on the west end and Maryland Route 176 Intersection with Hammonds Ferry Road on the east end).

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Travel times were based on peak hour levels-of-service for Alternate 3B (Modified) for the year 2010 and the No-Build Alternate for 1987 and 2010.

Response time from the Waterloo State Police Barracks located at the intersection of U.S. Route 1 and Maryland Route 175 to nearly all of the locations along the project would be less than the 1987 No-Build response time and would be less than the 2010 No-Build response time to every location in the study corridor (See the following Table).

TRAVEL TIMES AND DISTANCES

ALTERNATE 3B (MODIFIED) VS. THE NO-BUILD ALTERNATE

Alignment	Alternate 3B (Modified) 2010		No-Build Alternate 1987		No-Build Alternate 2010	
	Travel Distance (Miles)	Travel Time (Minutes)	Travel Distance (Miles)	Travel Time (Minutes)	Travel Distance (Miles)	Travel Time (Minutes)
Race Road to U.S. Rte. 1	2.1	4.1	1.6	4.4	1.6	6.4
Race Road to Hammonds Ferry Road	7.8	13.3	5.6	16.3	5.6	21.9
Wright Road to U.S. Rte. 1	4.6	7.6	2.2	6.5	2.2	9.4
Wright Road to Hammonds Ferry Road	5.0	9.50	5.0	14.3	5.0	19.2
Queenstown Road to U.S. Rte. 1	7.3	13.3	7.0	18.8	7.0	23.9
Queenstown Road to Hammonds Ferry Road	2.7	4.6	2.7	5.7	2.7	7.0

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Alternate 4 - This alternate is on an alignment identical with the other build alternates until just before it crosses into Anne Arundel County where it swings northerly around Dorsey and the industrial parks fronting on Maryland Route 176. The alignment would not disturb any communities although 3 residential relocations are required from the area of Race Road north of the Parkway Industrial Center I. East of the Route 295 Interchange, this alternate would require 8 residential relocations from Weeping Willow Road and Bentwoods Road. By crossing under Ridge Road, this alternate would not disturb the Calvary Chapel Church but would require 4 residential relocations along Ridge Road north of Cemetery Road. Ridge Road would bridge over MD. Route 295 to provide access across the freeway.

The proposed connection of Stoney Run Road to New Ridge Road would improve accessibility and travel time between Maryland Route 176 and the residential area near Stoney Run Road.

Alternate 4 bridges over but does not interchange with Maryland Route 170 and thus access to Route 100 would be at the New Ridge Road Interchange (via Stoney Run Road) for Route 170 traffic traveling from the north or at the Maryland Route 176 Interchange for Route 170 traffic traveling from the south.

South of Maryland Route 176, the new alignment under Alternate 4 would bisect W.B.&A. Road. The proposed bisection and closure of W.B.&A. Road by the new alignment would not significantly affect fire and police response time due to the proximity of alternative roads.

East of the Metropolitan United Methodist Church, the alignment would bridge over a relocated Jones Road which would maintain access to the northern section of Queenstown, and would then continue onto the I-97/Maryland Route 100 Interchange.

All other roads crossed by the new alignment in the study area will be bridged allowing continued, uninterrupted access and travel for area residents.

Alternate 4 follows the same alignment as Alternate 2, Option A, through the Queenstown community and would have the same impacts.

The Crossover Option (Alternate 3 to Alternate 4) - This alternate also separates through and local traffic, reduces congestion, and improves travel time on Maryland Route 100. However, just east of Maryland Route 295, Maryland Route 176 would dead end at Wright Road due to interchange construction. All local traffic bound from or to Maryland Route 176 would have to utilize the new interchange at New Ridge Road. This increase in travel distance of up to 4 miles would result in inconvenience, less accessibility of services and facilities, circuity of travel, and increased travel time for residents along Maryland Route 176. Travel to the west of Maryland Route 295 for the Anne Arundel County Fire Department station located at Shipley Corner would be increased by approximately 2 miles. Ridge Road would bridge over the alignment.

West of Maryland Route 295, this alternate would have the same impacts as Alternate 3 and east of the New Ridge Road extension this alternate would have the same impacts as Alternate 4.

Between Route 295 and the New Ridge Road extension, this alternate would displace 11 residences from the area near the existing Wright Road/Dorsey Road intersection and 3 residences from Ridge Road south of the Calvary Chapel Church. Ridge Road would bridge over the freeway and the Calvary Chapel Church would not be disturbed.

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Alternate 4/3B - From I-95 to just west of W.B.& A. Road, this alternate would have the same impacts as Alternate 4. From just west of W.B.& A. Road to Maryland Route 3 (I-97), this alternate would have the same impacts as Alternate 3-Option B although one residential relocation is required where the free-way crosses W.B.& A. Road.

e. Parks and Public Recreation Areas

The No-Build alternate would not directly impact any of the parks or public recreation areas in the study area. However, the congestion and low levels of service would make accessibility to these areas difficult and dangerous, especially for pedestrians and bicyclists.

Patapsco Valley State Park would be impacted by Alternate 4 and Alternate 4/3B. Friendship Park would be impacted by Alternates 2A, 2B, 3B, 4, 4/3B and the Crossover Option. These impacts, possible avoidances and mitigation measures are discussed in Section IV.J.

Severn Danza Park, Harmans Park and Jessup and Dorsey Park would not be directly impacted by any of the build alternates and access to all parks and public recreation areas would be maintained and improved by any of the build alternates since through traffic would be removed from the local roads which access the parks.

2. Economic Impacts

a. Business Displacement and Relocation

No-Build - The No-Build Alternate would have no business displacements.

Alternate 2 - Option A - This alternate would displace 12 businesses of which two are minority owned and occupied and one is minority tenant occu-

pled. Of the remaining businesses, 6 are owner-occupied and 3 are tenant occupied. One of these business relocations is a farm operation consisting of approximately 12.5 acres of active farmland. These businesses employ a total of approximately 51 employees, five of whom are members of a minority group.

Alternate 2 - Option B - A total of 12 businesses would be displaced under this alternate, two of which are minority owned and occupied and one is minority tenant occupied. Of the remaining businesses, 6 are owner occupied and 3 are tenant occupied. One of these business relocations is a farm operation consisting of approximately 12.5 acres of active farmland. These businesses employ a total of approximately 51 employees, five of whom are members of a minority group.

Alternate 3 - Option A - Eight businesses would be relocated under this alternate including one minority owner occupied business. The remaining businesses involve three owner occupied businesses and 4 tenant occupied business. Two of these business relocations are farm operations consisting of approximately 12.5 and 7.0 acres of active farmland. A total of approximately 68 employees would be affected, of which 20 belong to a minority group.

Alternate 3 - Option B - Seven businesses would be relocated under this alternate. The businesses involve three owner occupied businesses and 4 tenant occupied businesses. One of these businesses is a farm operation consisting of approximately 12.5 acres of active farmland. A total of approximately 68 employees would be affected, of which 20 belong to a minority group.

The Alternate 3 Interchange options at Maryland Route 295, Maryland Route 713, and Maryland Route 170 would require no additional business relocations.

Alternate 3B (Modified) - The selected alternate has the same business relocations as Alternate 3 - Option B.

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Alternate 4 - This alternate would displace 7 businesses, of which 2 are minority owned and occupied. The remaining relocations involve 4 tenant occupied businesses and one owner occupied business. One of these business relocations is a farm operation consisting of approximately 12.5 acres of active farmland. A total of approximately 56 employees would be affected of which 2 are members of a minority group. One of the businesses employs an estimated 30 individuals.

Crossover (Alternate 3 to Alternate 4) - A total of 7 businesses would be relocated under this alternate, of which 2 are minority owned and occupied businesses. One of these business relocations is a farm operation consisting of approximately 12.5 acres of active farmland. A total of approximately 58 employees of which 4 are members of a minority group would be affected.

Alternate 4/3B - This alternate would displace 6 businesses, of which 1 is minority owned and occupied. The remaining relocations involve 3 tenant occupied businesses and two owner occupied businesses. One of these business relocations is a farm operation consisting of approximately 12.5 acres of active farmland. A total of approximately 56 employees would be affected of which 2 are members of a minority group. One of the businesses employs an estimated 30 individuals.

A survey of the local real estate market reveals that there is a sufficient number of available replacement sites for sale or lease in both counties to accommodate the affected businesses.

All businesses would be assisted in finding suitable relocation sites in accordance with the requirements of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" (see Appendix B) and as amended in 1987. All relocations are expected to be completed in a timely, orderly and humane manner and with minimal economic impact to those affected. A lead time of 18 to 30 months would

be necessary to effect the required relocations. Business displacements are addressed in the Right-of-Way Relocation Report available for review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland.

b. Effect on Regional Business Activities

The Maryland Route 100 Corridor is surrounded by centers of economic activity. These include the City and Port of Baltimore, the Baltimore-Washington International Airport, the Fort George G. Meade military installation and government office complexes located in Annapolis. The long range goal of both Anne Arundel and Howard Counties is to encourage growth of employment centers to complement residential growth. Currently, Anne Arundel County has six industrial parks and Howard County has four industrial parks located within the Maryland Route 100 Corridor Study area.

The proposed project would accommodate the expansion of the industrial and business sector within the study area by improving access and efficiency of travel. The improvements also would attract new industry and business. However, the restrictions to the planned expansion of the BWI Airport imposed by Alternates 2 and 4 would have a limiting effect on growth since much of the industry and business in this area is centered upon airport activities. The State Aviation Administration and the Federal Aviation Administration are opposed to Alternates 2 and 4 (see letters, dated December 26, 1985, and October 2, 1986, respectively, Section VI).

Under the build alternates, interchange construction would facilitate more direct and quicker access to and from major highways and industrial/employment areas in the study corridor.

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The residential communities would gain new employment opportunities within the corridor and improved transportation movement for the commuting residents.

The Growth Management Program of Anne Arundel County and the Howard County General Plan address the short, medium and long range trends for future development. Highway improvements are an integral part of these plans. Both counties' plans show the approximate corridor of the Alternate 3 - Option A alignment and include Maryland Route 100 as a needed transportation facility to accommodate existing and planned development. The construction of Maryland Route 100 and the planned improvements to existing Maryland Route 176 would enable the planned development of housing and employment centers to take place.

c. Effect on Local Business Activity

Except for Alternate 2, the build alternates would move a large portion of the through traffic away from the Maryland Route 176 corridor onto a new alignment. This may result in some loss of business and less visibility for commercial enterprises along Maryland Route 176 that depend on drive-by traffic (i.e., restaurants, motels, etc.). However, a new alignment would reduce congestion along Maryland Route 176 and facilitate access to these establishments, especially during the peak traffic hours.

The Interchange at U.S. Route 1 would permit quicker access to and from the Route 100 Business Park. The entrance to this Industrial park would be moved from Amberton Drive to Mills Drive.

The proposed improvements would generally better accommodate existing and proposed industrial development occurring throughout the Maryland Route 176 corridor.

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Under the Crossover Alternate, Maryland Route 176 would terminate just east of the Maryland Route 295 Interchange. This may cause some loss of business to commercial developments along Route 176 since traveling from east of Route 295 to west of Route 295 via Ridge Road and the Crossover Alternate would be up to approximately 4 miles longer than traveling directly on route 176.

Alternates 2, 3 and the Crossover would also cause disruptions to business development near the existing Maryland Routes 176/295 Interchange. Interchange reconstruction would not only block Maryland Route 176 and travel at this point, but also delegate access to the remaining businesses via fragmented individual access roads. The disjointed arrangement also would cause a loss of business for commercial development at this point. Alternate 3B (Modified), the selected alternate, includes a bridge over MD. Route 295 to connect Wright Road and Race Road. This bridge maintains traffic on the local road system and thus provides local residences access to businesses in the area.

d. Effect on Tax Base

This project would accommodate the efficient expansion of proposed development in the study corridor which in turn will have a positive effect on the counties' tax bases.

Since the Anne Arundel County General Development Plan - 1978, Howard County General Plan - 1982 and Regional Planning Council's General Development Plan - 1986 support growth in the area, and incorporate the approximate alignment of Alternate 3 - Option A in their plans, extensive development of residential and industrial land uses is planned to follow the completion of the project. As the area develops, it is likely that the property values and tax assessments will rise and the community will experience a rural to urban change in character. Improvements to the

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transportation network and the planned expansion of the BWI Airport would support this planned transition from a rural and agricultural community to a more urbanized community.

Improved accessibility after construction of a build alternate will encourage light industrial and commercial development within the study area. There are currently ten industrial parks located in the Corridor, six in Anne Arundel County and four in Howard County. Anne Arundel County has a seventh industrial park under development and Howard County has a fifth industrial park in the planning stages. Additional employment resulting from this industrial and commercial development will have a secondary effect of more service oriented employment in the study area.

The selected alternate of Maryland Route 100 and planned improvements to Maryland Route 176 are consistent with the planning goals of Anne Arundel and Howard Counties and would encourage continued development which is expected to expand the tax base for both counties. The current land use plans and zoning provide for the residential and commercial development that would minimize the cost of providing public services and facilities.

3. Land Use and Land Use Planning

The growth in the Maryland Route 100 study area is consistent with the Anne Arundel County General Development Plan - 1978, the Howard County General Plan - 1982 and the Regional Planning Council's General Development Plan - 1986 as well as with the comprehensive zoning of the counties. Anne Arundel and Howard Counties support and encourage growth in the Maryland Route 100 Corridor where accessibility of employment and adequate highways exist or are planned to be improved. The study area enjoys good accessibility from the Baltimore and Washington

Metropolitan areas, the City of Columbia in Howard County and Annapolis, the State Capital, in Anne Arundel County. The selected alternate for Maryland Route 100 and planned improvements to Maryland Route 176 are consistent with the Development Plans of Anne Arundel and Howard Counties and the Regional Planning Council.

The future growth that is envisioned for the study area will have a significant impact on both the immediate local road system and the major highway system including Interstate 95 to the west, Interstate 97 (existing Maryland Route 3) to the east and Interstate 695 to the north of the project area. The proposed highway improvements are needed to accommodate the future growth and to relieve the existing congestion on the transportation system. The counties acknowledge the need to improve this traffic corridor to better serve expanded light industrial development and the associated truck traffic in the BWI Airport area.

B. Transportation

The transportation goal of this project is to identify an alignment that adequately and safely accommodates the traffic needs of the study area. The 1990 Average Daily Traffic (ADT) and the design year 2010 forecasts for the No-Build Alternate, Alternates 2, 3 and 4 and the Crossover Option are shown in Figures IV-1 through IV-5. Design year 2010 ADT forecasts, number of lanes and levels of service for the No-Build Alternate, Alternates 2, 3 and 4 and the Crossover Option are shown in Figures IV-6 through IV-10. The higher volumes of the build alternates compared to the No-Build Alternate can be attributed to the greater capacity of a high speed controlled access facility versus the constrained capacity of the low speed uncontrolled access roadway of the No-Build Alternate. The higher volumes of the freeway facilities (Alternates 3, 4 and the Crossover) versus the urban arterial facility (Alternate 2) can be attributed to the urban arterial having at-grade intersections and the accompanying signalization, lower design speed and subsequent lower

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posted speed (60 mph design and 50 mph posted for the urban arterial versus 70 mph design and 55 mph posted for the freeway), and a higher accident rate (358 accidents per 100 million vehicles miles versus 68 accidents per 100 million vehicle miles). Up to 17% more east/west traffic would be carried within the study area in the design year (2010) by the freeway alternates compared to the urban arterial alternate since the freeway alternates would open a new corridor and allow existing Dorsey Road to handle local traffic. Also, the introduction of an urban arterial facility linking two major freeways (I-97 and I-95) would create a bottleneck effect, produce confusion and conflicts between through and local traffic, and otherwise impede the continuous flow of traffic throughout the study area and surrounding region. The urban arterial does not provide for future lane expansion since it traverses between established developments (see Typical Sections, Figure II-46) and it experiences a level-of service D along a stretch of its alignment in the design year (2010) indicating that it is approaching capacity.

Traffic operations associated with each alternate are discussed below.

No-Build Alternate - As shown in Figure IV-1, traffic volume increases along Dorsey Road between 1990 and 2010 are considerable (up to 25%). These increases result in a level-of service F along Maryland Route 176 (Dorsey Road) from U.S. Route 1 to Maryland Route 3 (I-97) as shown in Figure IV-6 even though the volume of traffic moving through the study corridor is significantly lower than the volumes of the build alternates.

The low levels of service on roads intersecting Dorsey Road (notably Maryland Route 295, Maryland Route 713 and Hammonds Ferry Road) contribute to the overall congestion and constrained capacity of this alternate.

Alternate 2 - As shown in Figure IV-2, between 1990 and 2010 traffic volume increases along this alignment range up to 28%. Figure IV-7 shows that a level-of-service C or better is attained along this alternate from Interstate 95 to Maryland Route 3, except for that part of the alignment from Maryland Route 652 to the Dorsey Road tie-in where there is a level-of service D. These levels of service are higher than the No-Build Alternate even though the volumes are up to 125% greater.

Alternate 3 - Figure IV-3 shows that traffic volumes along this alignment increase up to 28% from 1990 to 2010. It also shows that the total volume of traffic moving through the study corridor is 11% greater than Alternate 2 at the western end and 16% greater at the eastern end. This greater capacity is achieved by opening a new highway corridor and allowing Dorsey Road to serve local needs. As shown in Figure IV-8, the alternate furnishes a level-of-service C along its alignment as well as a level-of-service C along Dorsey Road.

Alternate 4 - This alternate achieves the same traffic volumes as Alternate 3 as shown in Figure IV-4. Alternate 4 also furnishes a level-of-service C along its alignment as shown on Figure IV-9. As with Alternate 3, Alternate 4 allows Dorsey Road to serve local needs with a level-of-service C or better except for that part of Dorsey Road from Maryland Route 170 to the Dorsey Road intersection with Alternate 4 where there is a level-of-service E.

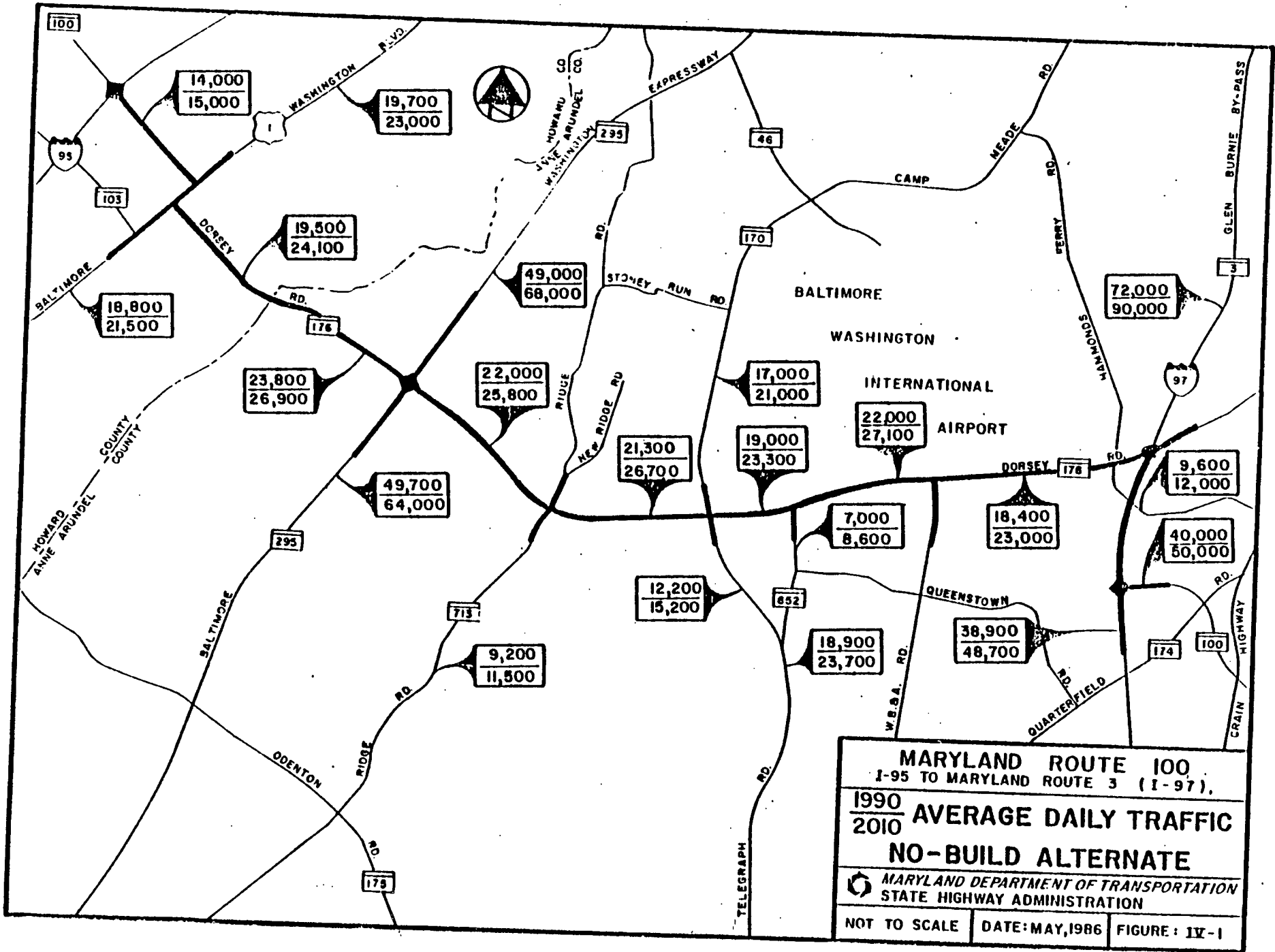
Crossover Option - By using the alignment of Alternate 3 from Interstate 95 to Maryland Route 295 and then crossing over to the Alternate 4 alignment from New Ridge Road to I-97, the Crossover Option achieves the same volumes and levels of service as those sections of Alternate 3 and 4 as shown in Figures IV-5 and IV-10.

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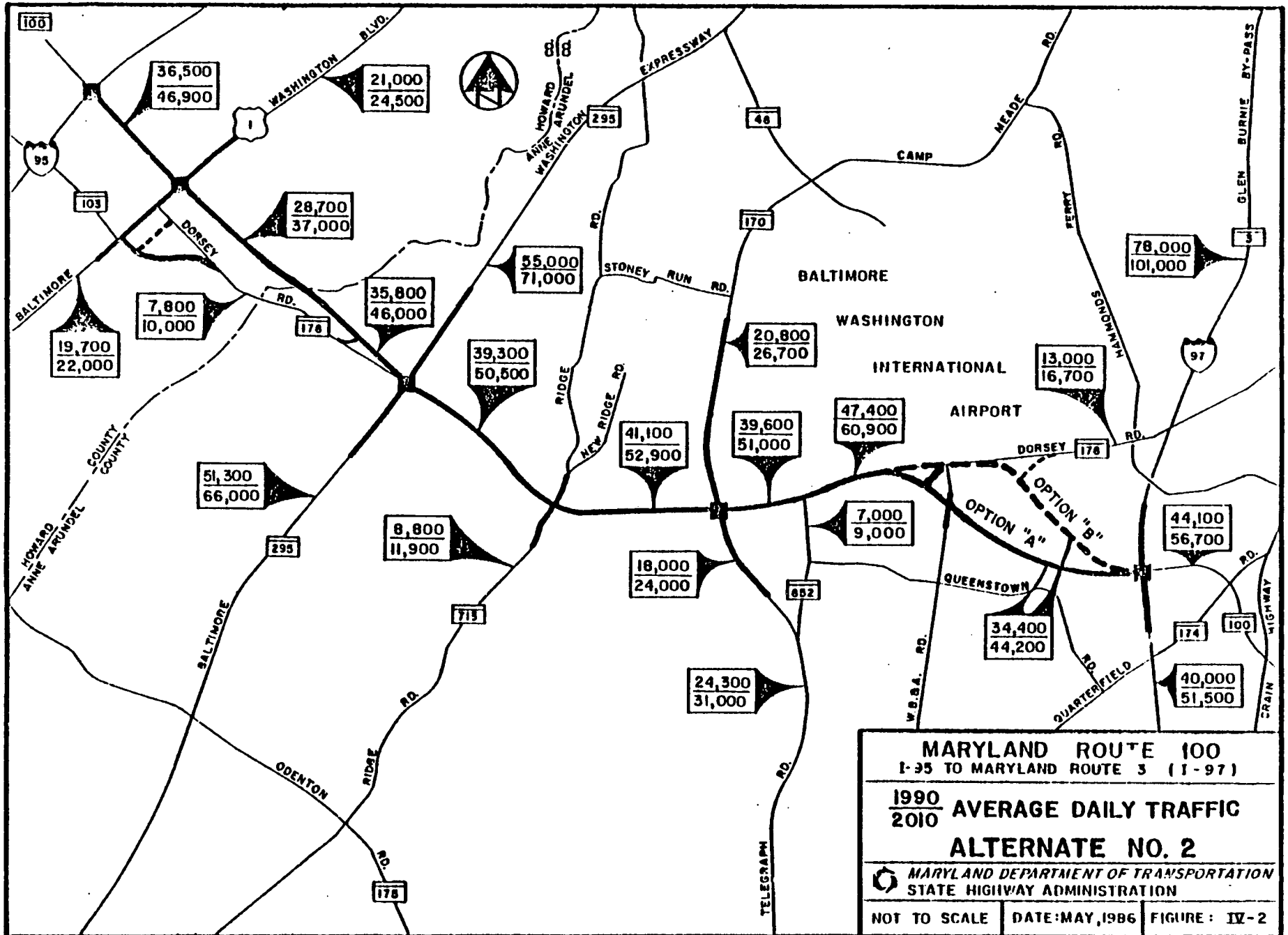
Alternate 4/3B - This alignment would have the same volumes and levels of service as Alternate 4 from I-95 to W.B. & A. Road (Figures IV - 4 and IV-9) and the same volumes and levels of service as Alternate 3 - Option B from W.B. & A. Road to I-97.

Under conditions similar to those in the study area, it has been found that controlling access to the main traffic routes will reduce the rate of accidents even though traffic volumes and speeds along the routes increase. The freeway build alternates would therefore reduce the high accident rate currently in the study area (see page 1-5). Alternates 3, 4, 4/3B and the Crossover would reduce the accident rate more than Alternate 2 would because of the greater control of access and absence of at-grade intersections (68 accidents per 100 MM for the freeway alternates versus 358 accidents per 100 MM for the urban arterial).

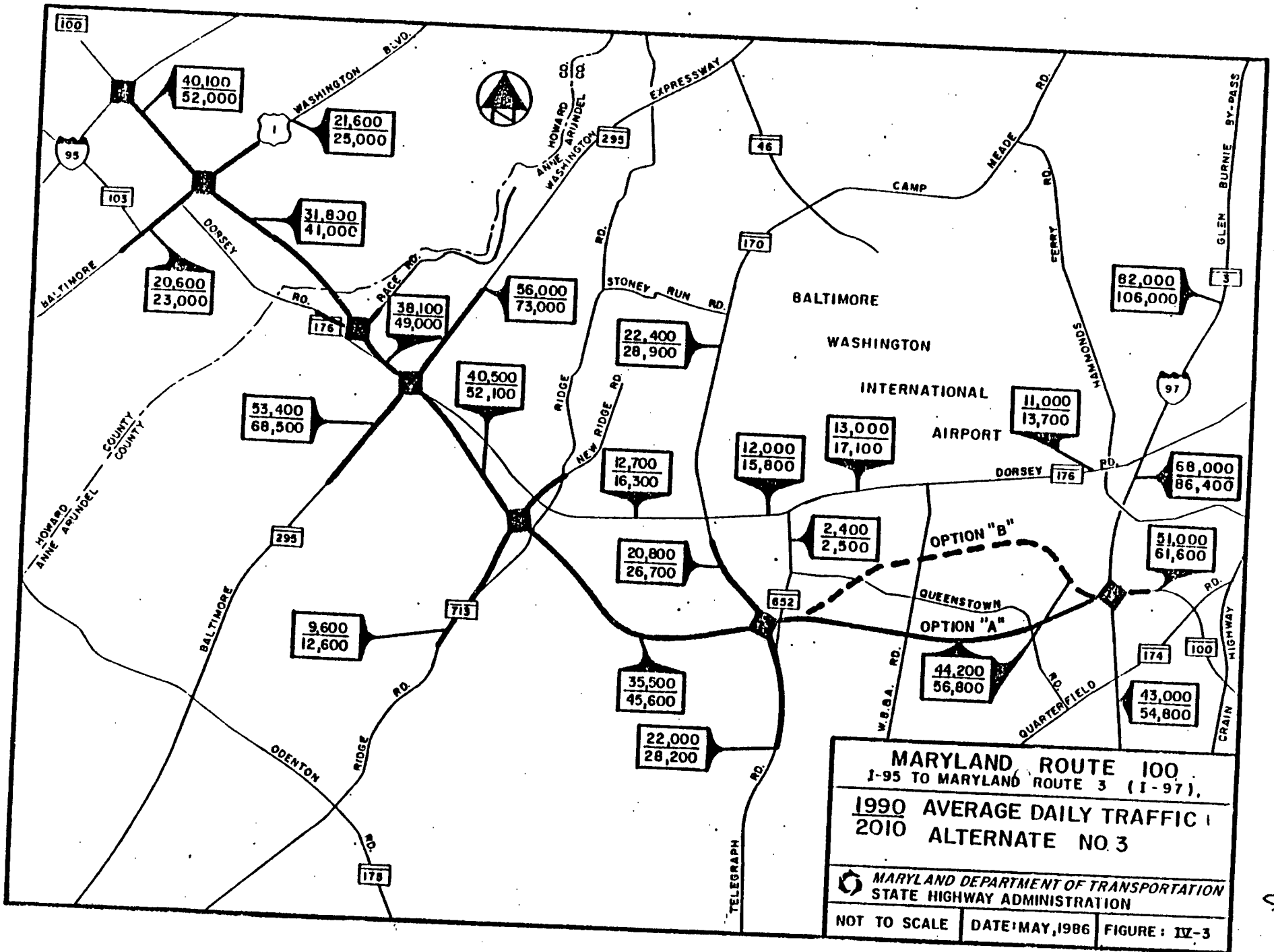
An existing 100 space park and ride lot located at the intersection of Dorsey Road and Wright Road would be required as part of the selected alternate's right-of-way. Because Route 100 will be a major East-West link connecting several important North-South freeways (I-95, MD Route 295 and MD Route 3/I-97) that serve a growing number of commuters between Baltimore and Washington, efforts will be made to replace it with a lot containing up to 150 spaces. Potential relocation sites include, but are not limited to, the following vacant tracts: the intersection of Dorsey Road and Faulkner Road, along Dorsey Road between existing Wright Road and relocated Wright Road, the intersection of Dorsey Road and relocated Ridge Road, and the intersection of relocated Ridge Road and relocated Watts Avenue. The terminus of existing eastbound Route 100 west of U.S. Route 1 is also used as an informal park and ride lot and efforts will be made to replace it with a lot containing approximately 75 spaces. Potential sites for this lot include along Dorsey Road east of U.S. Route 1 and the intersection of U.S. Route 1 and Meadowridge Road.



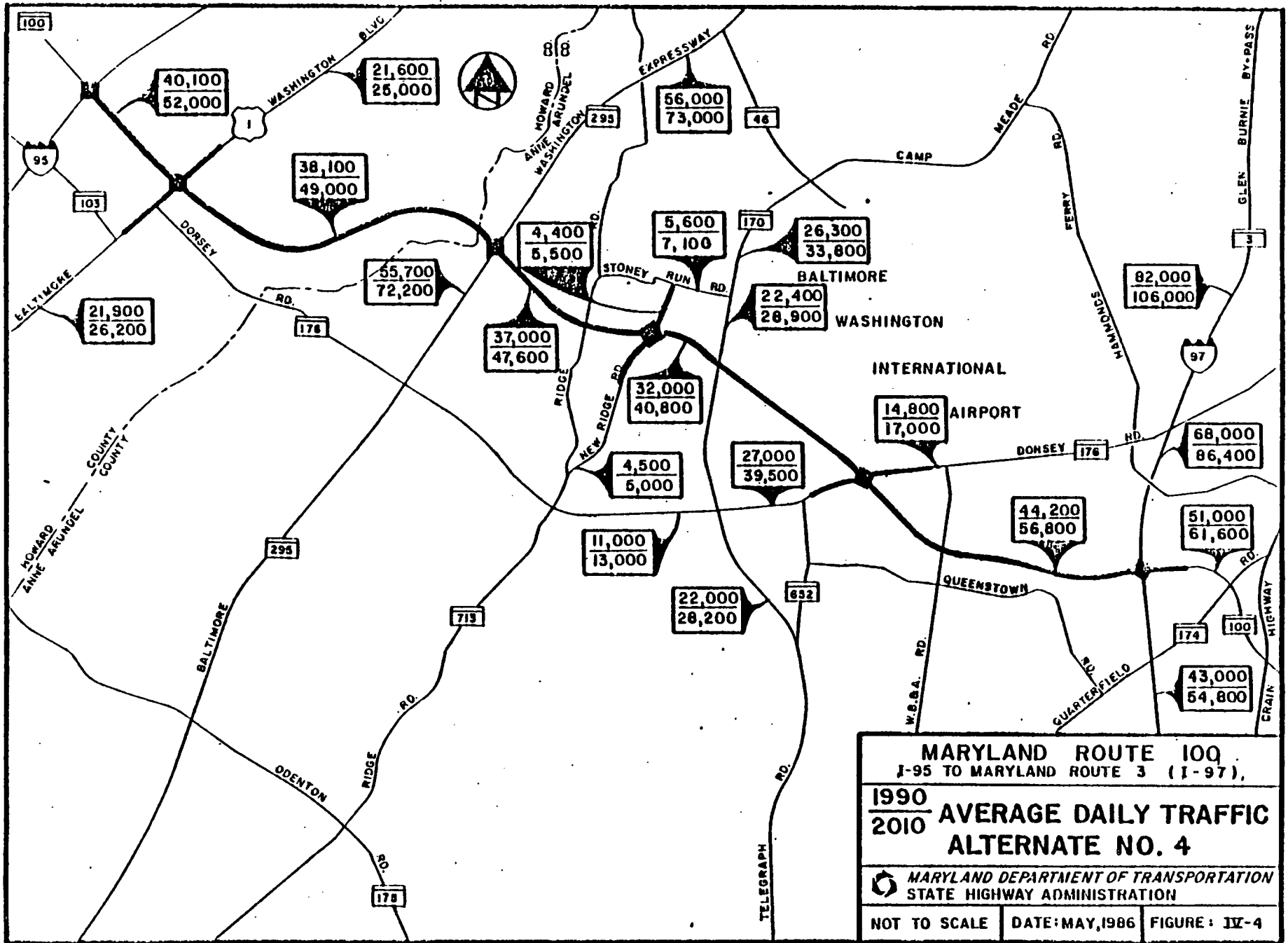
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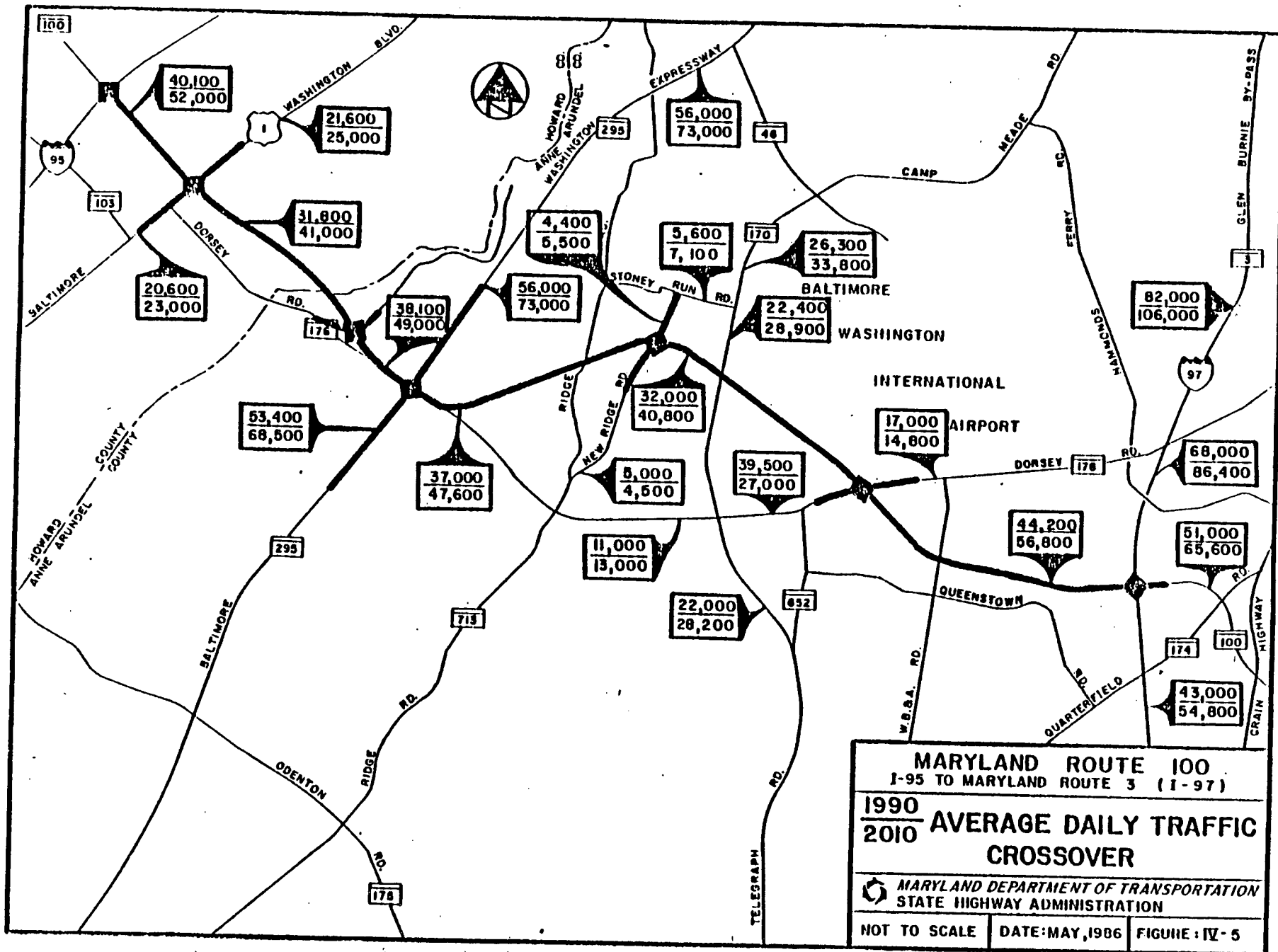


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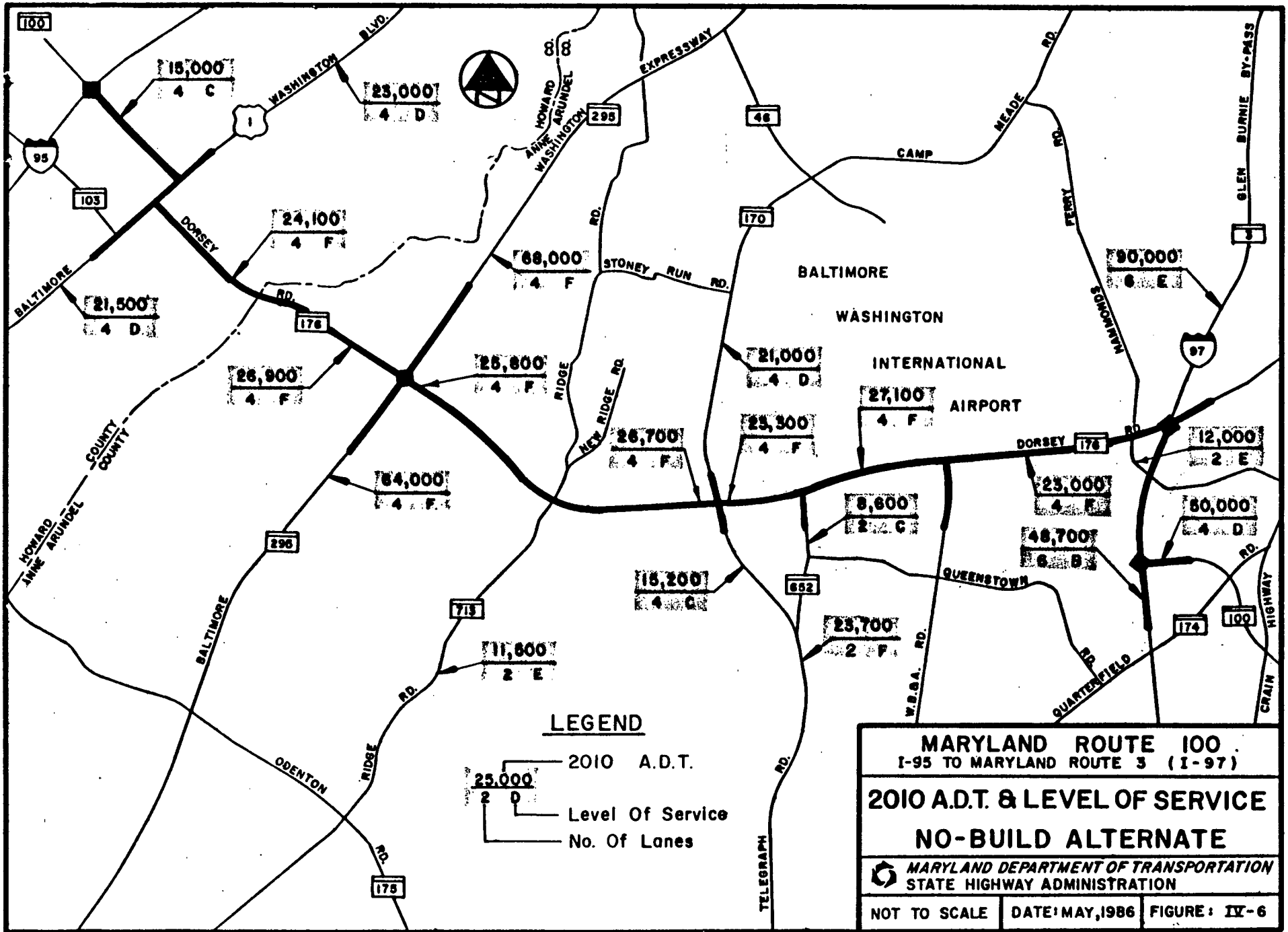


MARYLAND ROUTE 100
 I-95 TO MARYLAND ROUTE 3 (I-97),
1990
2010 **AVERAGE DAILY TRAFFIC**
ALTERNATE NO. 4
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 NOT TO SCALE | DATE: MAY, 1986 | FIGURE: IV-4

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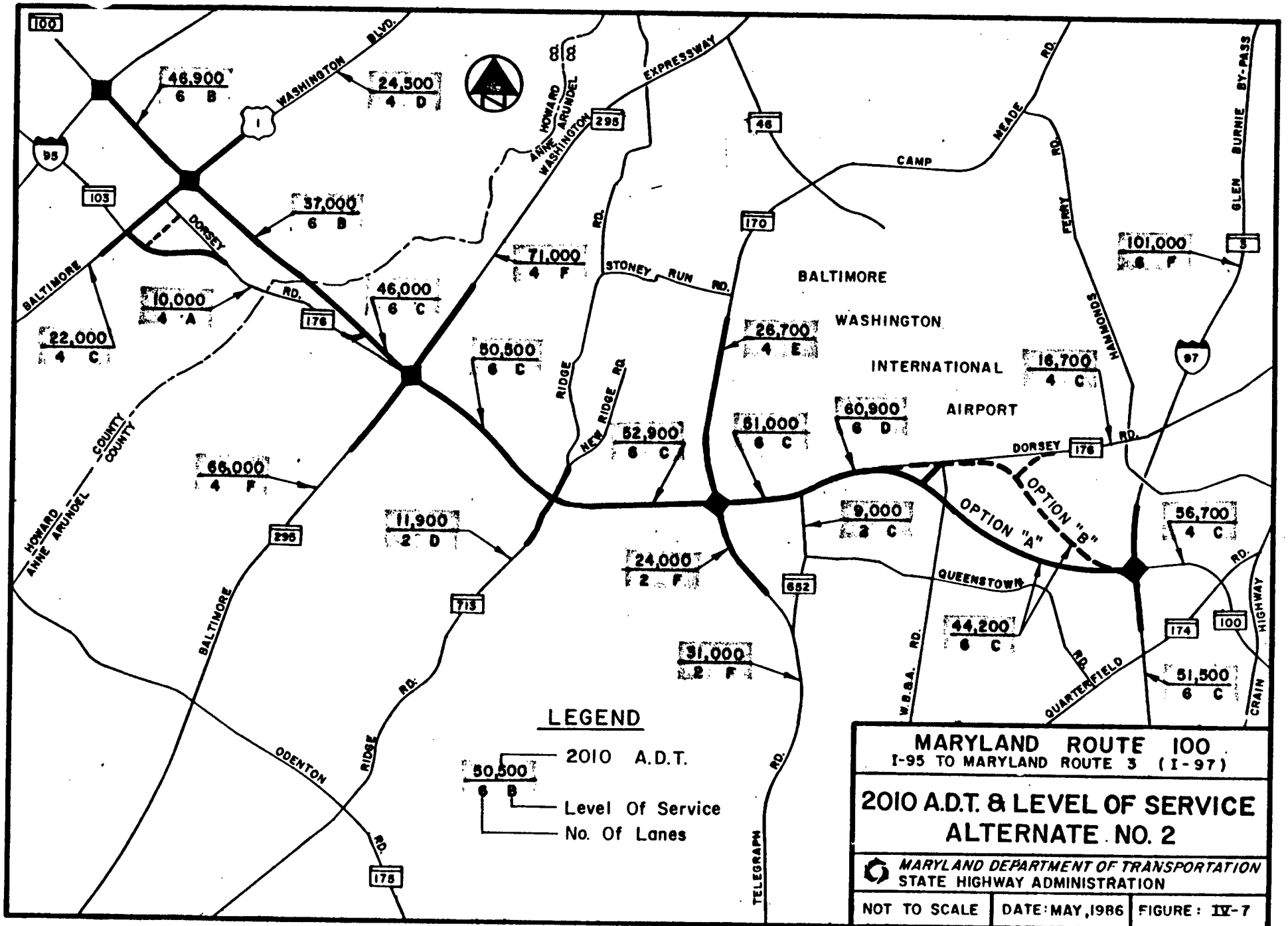


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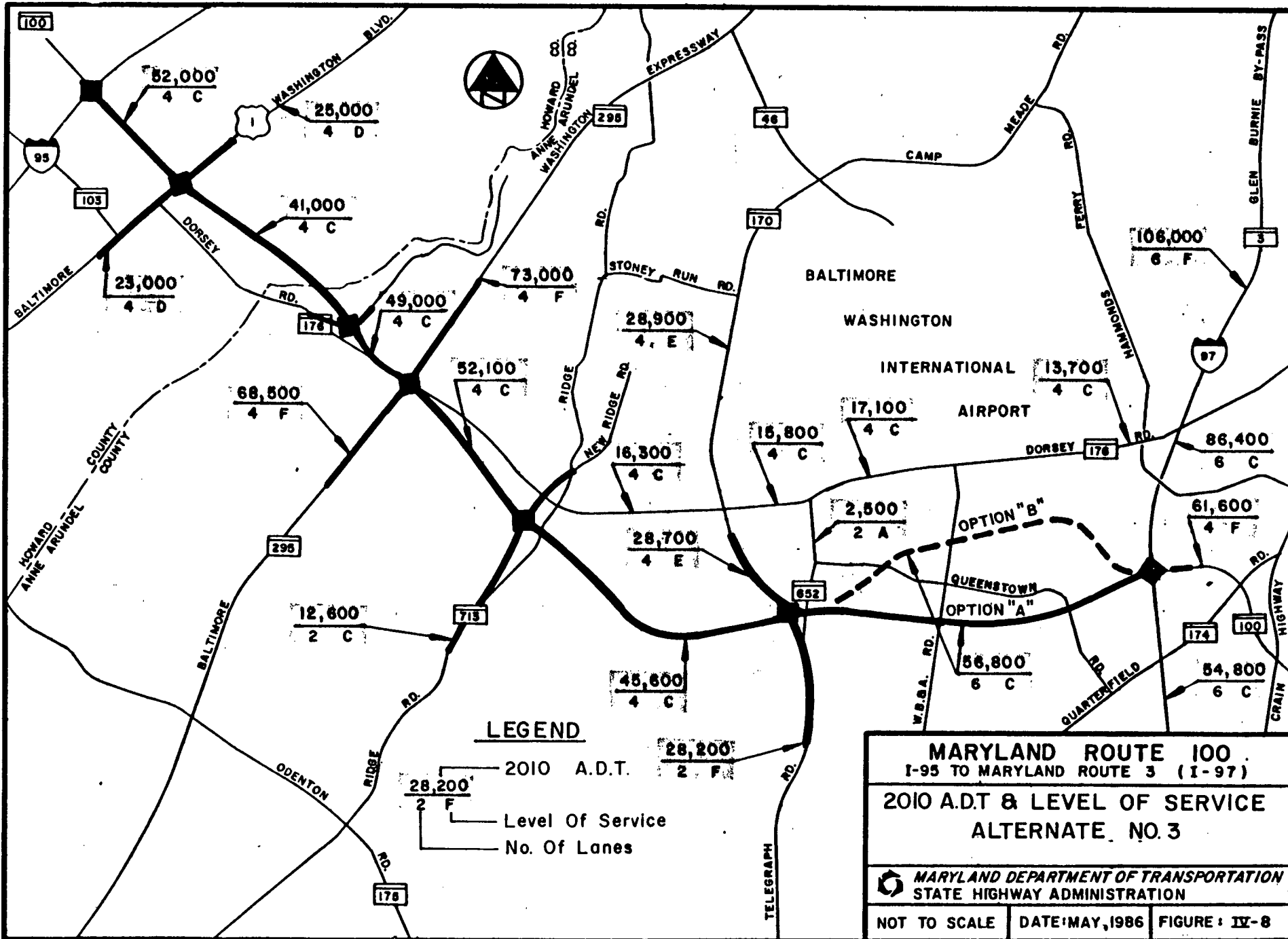
2010 A.D.T.
 Level Of Service
 No. Of Lanes

MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
2010 A.D.T. & LEVEL OF SERVICE NO-BUILD ALTERNATE		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
NOT TO SCALE	DATE: MAY, 1986	FIGURE: IV-6

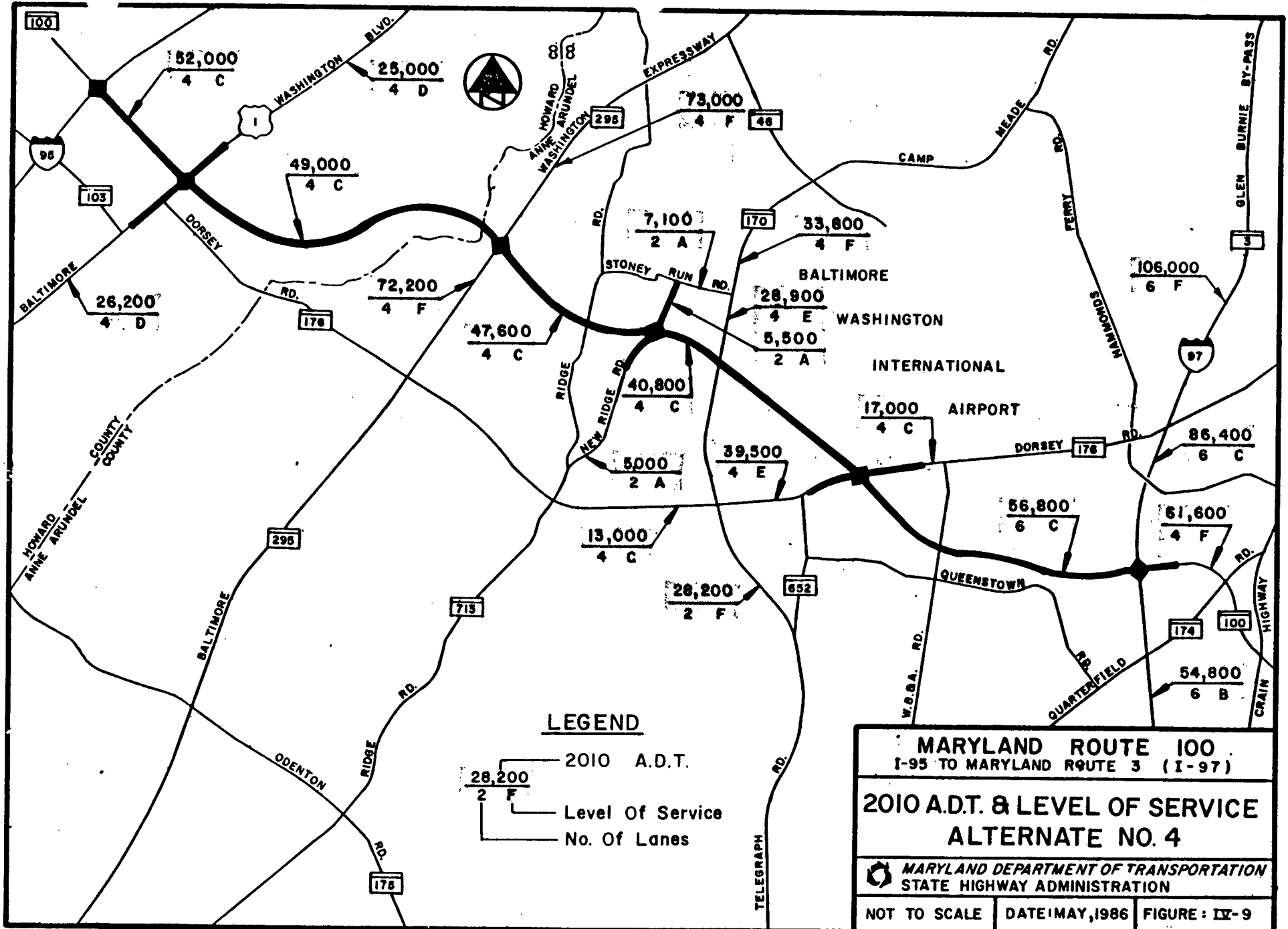
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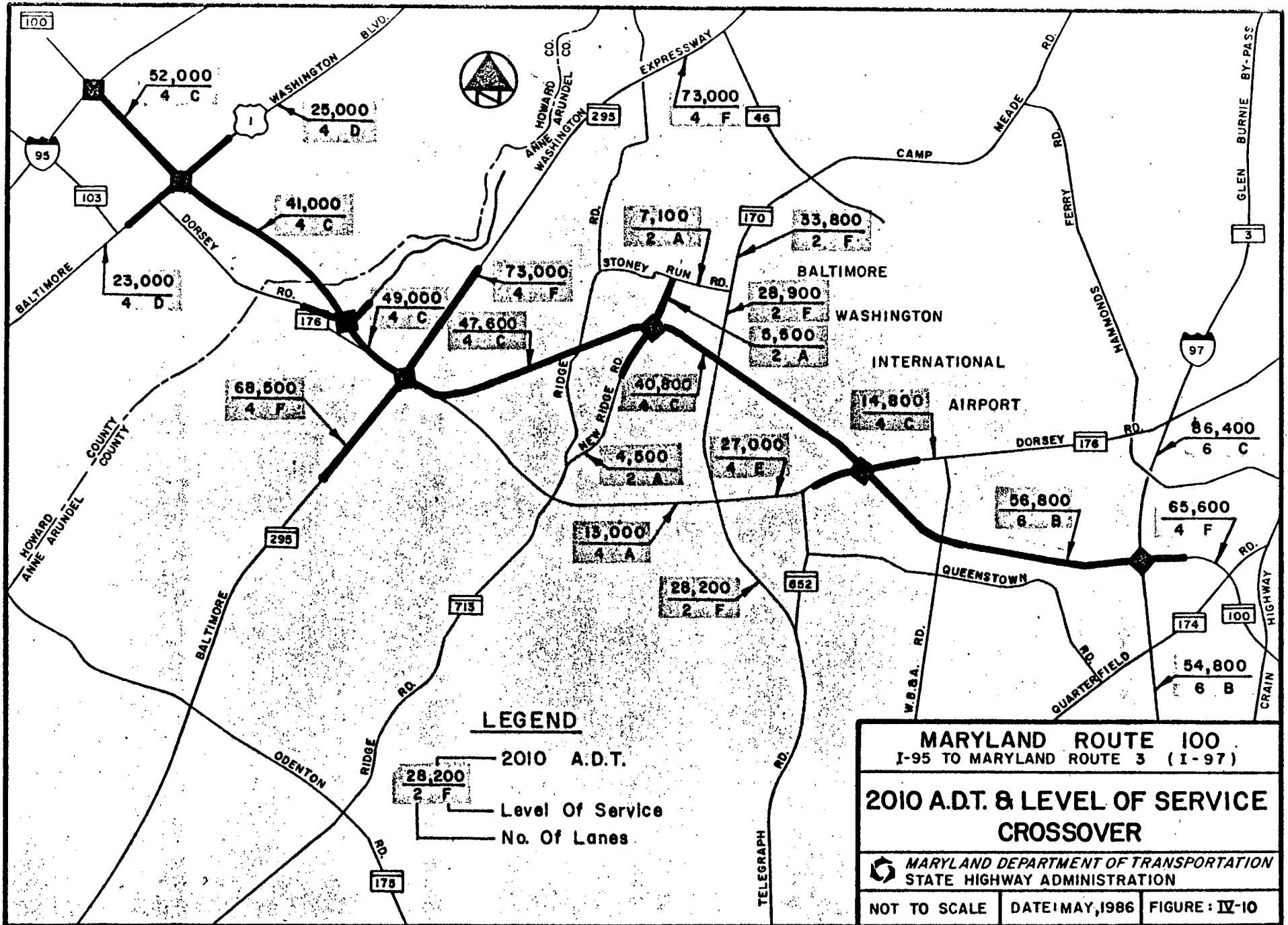
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C. Natural Environment

1. Effects on Topography, Geology and Soils

a. Topography

Topographic modifications will be required to accommodate roadways, Interchanges and grade separations and to provide compatibility with existing land usage. The crossing of natural drainage courses by the roadway will result in alterations in order to maintain existing flow patterns. Additionally, drainage modifications will be required along the length of each alternate for removal of runoff from the roadway and rerouting of overland flow.

Grade wise, Alternate 2 would provide the least impact due to its close proximity to existing Maryland Route 176 which requires the matching of existing grade. Alternates 3 and 4 would have a greater impact due primarily to the depth of excavation and heights of fill presently proposed. These alternates would have fill heights of nearly 50 feet and cut depths of nearly 30 feet. Of the two, Alternate 3 would have a lesser impact due to the more moderate terrain along its length, whereas Alternate 4 traverses more severe terrain. In Alternate 4, between the county line and the Baltimore-Washington Parkway, topography is more severe than along the other alternate routes and will result in greater topographic modifications such as deeper cuts and side hill cuts and fills. The crossover alternate would be above and below existing grade throughout its length with fills up to 40 feet in height and cuts up to 35 feet.

In summary, Alternate 4 and the Crossover Alternate would have the greatest impact upon topography, with Alternate 3 having a lesser impact, and Alternate 2 having the least of the build alternates.

b. Geology and Soils

The majority of all the proposed alignment alternates west of

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Stony Run near Harmans are situated over silt-clay deposits, and the alternates east of Stony Run, with the exception of Alternate 4, are located entirely over sand-gravel deposits. Alternate 4 traverses an area of additional silt-clay deposits just west of Baltimore-Washington International Airport.

The surface soils in the study area are mapped by the U.S.D.A. Soil Conservation Service as loamy and clayey land of the Muirkirk-Evesboro Association over the western half of the project (corresponding to the silt-clay deposits of the Potomac Group) and sandy, gravelly soils of the Evesboro-Ramford-Sassafras Association in the eastern half (corresponding to the sand-gravel deposits).

Generally, geologic and soil features of the study area pose no significant difficulty to roadway design. Cut banks in thick Potomac clay deposits tend to be unstable over long periods of time due to jointing; bank failures during wet weather stemming from slippage along joint planes are common as is wedging caused by freezing and thawing. Floodplain alluvium, as occur at Deep Run and Stony Run, generally underlie the floodplains from one valley wall to the other, and range in thickness from a few feet to as much as 15 feet. Constraints on construction in floodplains are several - the sediments are generally loose and water-saturated due to a perennially high water table and they are subject to inundation during flood events. The sands and gravels will provide better subgrade than clay sand silts for paving operations. The extent of encroachment, if any, on floodplains will be studied in detail during the engineering design phase. The soils of the Muirkirk Association (predominantly silt and clay) are listed as unstable for roadways by the Soil Conservation Service, but the occurrence is very minor and upon compaction and/or capping by granular materials, these soils should provide acceptable subgrade. For the design phase of this project, detailed SCS Soil Surveys will be utilized.

No significant impact on the mineral resources of the study area are anticipated with any of the build alternates.

The U.S. Soil Conservation Service (SCS) in coordination on this project has performed an extensive evaluation of zoning maps and soils data to determine information regarding the acquisition of farmland. They have determined that the Farmland Protection Policy Act (FPPA) does not apply to any of the Alternatives in Anne Arundel County. However, a small area of statewide important soils was found to be impacted by Alternate 4 in Howard County. Tabulated below is a summary of their findings on the quantities of farmland required for each alternate.

<u>Alternate</u>	<u>Prime Farmland (Acres)</u>	<u>Statewide Important Farmland (Acres)</u>
2A	0	0
2B	0	0
3A	0	0
3B	0	0
3B (Modified)	0	0
4	0	4
3/4 Crossover	0	0
4/3B	0	4

The Farmland Conversion Impact Rating Form AD-1006 has been completed for this project and is included in the Coordination section of this report.

2. Effects on Water Resources

a. Surface Water

As discussed in Chapter III, there are four streams which drain the study area; Piny Run, Deep Run, Stony Run, and Sawmill Creek. Each of these would be crossed by any of the build alternates and would likely be affected both during and after construction.

Highway improvements and other changes due to increased urbanization of areas may have adverse effects on water resources including less infiltration and stream base flow, increased surface runoff and stream peak flow, and a reduction in lag time. The potential impacts on water quality in receiving streams

from alteration of drainage patterns and stream characteristics could result in changes including; sedimentation and erosion, thermal and water contamination.

Highway use results in the accumulation of potential water pollutants from roadway runoff, including vehicular oil, grease, gasoline and solvents, wear particles from clutches, brake linings and tires, and exhaust emissions which will collect on the road surface and nearby vegetation. Another source of contamination would be the use of chemicals such as de-icing compounds, abrasives applied to roadway surfaces, fertilizers, defoliants, and pesticides used in controlling natural areas.

The project will be designed in accordance with the Maryland Stormwater Management Act which limits increase in downstream discharges. By limiting the discharges into streams, the quantity of pollutants can also be limited, but the impact of these pollutants can be greatly reduced by controlling the amount of chemicals used for de-icing and maintenance, using grassed drainage ditches, stormwater management ponds, and other means for retarding the flow of stormwater runoff.

The close proximity of the build alternatives to the streams make stormwater management critical to maintaining water quality in the study area. Stormwater management features will be incorporated into the design of a selected alternative in the following order of preferences:

- (1) On-site infiltration
- (2) Flow attenuation by open swales and natural depressions
- (3) Stormwater retention structures
- (4) Stormwater detention structures

It has been proven that these measures can significantly filter out roadway pollutants as well as control the rate of runoff. Future runoff should not exceed present rates for existing land uses.

Many of the soils in the study area are highly erodible. Siltation and sedimentation, especially during construction, could cause physical damage such as clogging of ditches and conduits and alteration of stream channels. Small waterways, such as the upper reaches of streams in this area, are more susceptible to impacts associated with erosion and silting because of their shallow cross-sections and variable flows.

A sediment and erosion control program was adopted by the State Highway Administration in 1970. It incorporates the standards and specifications of the Soil Conservation Service, and specifies procedures and controls to be used in highway construction projects. These procedures and controls will be stringently applied to limit the generation and transport of silt. Since the alternatives will pass through areas of varying slope, soil erodibility, stream size, and vegetation associations, specific control measures could best be defined after design features have been considered, but will include:

- (1) Staging of construction activities to permanently stabilize ditches at the top of cuts and at the foot of fill slopes prior to excavation and formation of embankment.
- (2) Seeding, sodding, or otherwise stabilizing slopes as soon as practicable, to minimize the area exposed at any time.
- (3) Appropriate placement and maintenance of sediment traps, temporary slope drains, and other control measures.
- (4) Placement of diversion dikes, energy dissipaters, mulches, and netting on slopes too steep to support vegetation.

Impoundments such as sediment ponds will be sized and located so as to maintain as much flow as possible, generally by allowing the drainage from undisturbed areas to bypass the construction site and go to its natural drainage

pattern. The construction will be closely monitored to minimize the debris and control waste areas. With the application of available erosion control technology, significant impact to surface water quality will be minimal.

Final design for the proposed improvements will include plans for grading, erosion and sediment control, and stormwater management in accordance with state and federal laws and regulations. They will require review and approval by the Maryland Department of Natural Resources - Water Resources Administration (WRA) and the Maryland Department of Health and Mental Hygiene - Office of Environmental Protection (OEP).

b. Groundwater

Potential groundwater effects could result from cut and fill operations causing changes in groundwater level and flow. Deep cuts could expose springs resulting in the reduction of the total amount of water available to the aquifer. Since the groundwater recharge area will be changed by construction of the roadway, improved drainage, and reduced vegetation, groundwater levels could be altered in certain areas.

Groundwater quality could be affected by leaching from exposed cuts and contamination from de-icing compounds, solvents, trace metals, herbicides, etc., associated with highways.

If it is determined to be required, the State Highway Administration will conduct a hydrogeologic study of the area to determine any impacts of the project to groundwater. This study could include pre-construction and post-construction surveys of wells in the area. If significant changes to either the quality or quantity of well water occur as a result of the roadway construction, the State Highway Administration will either provide a replacement well for the affected property or compensate the property owner.

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3. Floodplains and Stream Modifications

All of the proposed build alternates will cross at least one or more of the streams and their floodplains. During final design, a detailed hydrologic and hydraulic study will be prepared to identify the existing and proposed discharges and floodplains for various storm frequencies. Using these studies, the most appropriate structure for each floodplain and stream crossing will be determined. Preliminary hydraulic studies performed by the Bridge Development Section of the State Highway Administration indicate the following numbers and sizes of structures will be required for each alternate:

<u>Stream</u>	<u>Alternates</u>				
	<u>2A</u>	<u>2B</u>	<u>3A</u>	<u>3B</u>	<u>4</u>
Deep Run	3-10'x10'BC	3-10'x10'BC	3-10'x 10'BC	3-10'x10'BC	4-12'x11'BC
Piny Run	3-10'x9'5'BC	3-10'x9.5'BC	3-9'x9'BC	3-9'x9'BC	--
Stony Run	3-10'x10.5'BC	3-10'x10.5'BC	3-8'x8'BC	3-8'x8'BC	4-10'x9'BC
Trib. to Stony Run	--	--	1-10'x9'BC	1-10'x9'BC	--
Sawmill Creek	3-9'x8.5'BC	3-10'x9'BC	2-9'x9'BC	3-9'x8'BC	9'x8.5'BC

(Note: BC Indicates Box Culvert)

These structural sizes are preliminary only and may change when the final hydrologic and hydraulic studies are performed in the design phase of the project.

Any floodplain encroachment will be reviewed and coordinated with the U.S. Army Corps of Engineers to determine the need for a section 404 Permit. One major impact of encroachments could be a reduction in the efficiency of the natural stream floodplain system to convey water, which can

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Increase flood stages upstream. However, through incorporating standard hydraulic design techniques, any alternate should have a minimal impact on the ability of the floodplain to convey floodwater.

In accordance with the requirements of FHPM 6-7-3-2, the impacts of each encroachment were evaluated to determine its significance. A significant encroachment would involve one of the following:

- (1) High probability of loss of human life.
- (2) Likely future damage that could be substantial in cost or extent.
- (3) Disruption of an emergency or evacuation route.
- (4) Notable adverse impact on "natural and beneficial floodplain values".

The use of standard hydraulic design techniques for all waterway openings would incorporate structures to limit upstream flood level increases and approximate existing downstream flow rates. Culverts will be set one foot below the existing culvert.

All four streams are designated Class I - Water Contact for Recreation and Aquatic Life by the Maryland Department of Health and Mental Hygiene. As such, all in-stream construction shall be prohibited from March 1 through June 15, inclusive, and stream areas must be stabilized. Rip Rap will be installed at the inlet and outlet of all culverts.

Use of the most advanced sediment and erosion control techniques and stormwater management controls available will ensure that none of the encroachments will result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Preliminary analysis, in accordance with Executive

Order 11988, indicates that no significant floodplain impacts are expected to occur as a result of any proposed build alternatives under consideration.

4. Effect on Wetlands

Pursuant to Executive Order 11990, Protection of Wetlands, wetland areas potentially affected by the proposed project were identified, based on The National Wetlands Inventory (U.S.F.W.S.), and are shown on Figure III-2. Subsequent to this preliminary analysis, a more detailed delineation of wetlands was conducted using soil survey data and field investigations as discussed and summarized in Section III-C:6c. All of the proposed build alternatives affect palustrine forested, non-tidal wetlands. Approximate amounts of wetlands that may be affected are listed below. These areas are significantly higher than those presented in the DEIS because of the more recent detailed investigations.

<u>Location</u>	<u>Wetland Acreage(Approximate)</u>
Alternate 2A	48.8
Alternate 2B	41.6
Alternate 3A	53.5
Alternate 3B	54.3
Alternate 3B(Modified)	56.9 (Selected Alternate)
Alternate 4	79.1
Alternate Crossover/4	76.5
Alternate 4/3B	77.3

Ten separate wetland areas have been identified along the selected alternate corridor (Alternate 3B Modified). These are shown on Figures II-26 through II-35 and described in Table III-6. Complete avoidance of these wetlands is not possible since they are linear features running continuously along streams running perpendicular to the path of the roadway. Selection of an alternative with lesser total wetland impacts is

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precluded due to other considerations such as impacts to minority communities, 4(f) properties and BWI Airport.

Only Alternates 2A and 2B have significantly smaller wetland impacts than the Selected Alternate, and these do not provide a facility which satisfies the transportation objectives of the project. Alternates 3A and 3B, resulting in slightly smaller impacts on wetlands, would result in severe impacts on the cohesiveness of the community of Queenstown.

Wetland W-1 (Figure 11-35) borders two streams of Sawmill Creek east of Friendship Park. Shifting this alignment to the south to reduce the affected area could not be accomplished without severely impacting upon the Queenstown community, while shifting to the east is not possible because of engineering-design constraints. Alternate 3B (Modified) would impact approximately 7.0 acres of this wetland.

Wetland W-2 (Figure 11-34) borders Sawmill Creek in the vicinity of W.B.&A. Road, and shifting of the Alternate 3B (Modified) alignment in this vicinity to either the North or South would not significantly reduce the quantity of area impacted. Approximately 4.9 acres of wetlands would be affected at this location.

Wetland W-3 (Figure 11-33) is located within the Department of Natural Resources Buckingham Forest Tree Nursery, and the Alternate 3B (Modified) alignment through this area has been coordinated with the DNR to minimize impacts on the operation of the facility. Approximately 7.2 acres of wetlands would be affected.

Wetland W-4 (Figure 11-32) borders Stony Run East of Harmans Road. Reducing the acreage affected at this location could only be accomplished by shifting the alignment South to cut through a large residen-

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tial subdivision along with several existing homes along Harmans Road. Approximately 5.7 acres would be affected in this wetlands area.

Wetland W-5 (Figure II-31) borders along an unavoidable narrow strip of a Stony Run tributary west of Matthewstown Road. Approximately 4.9 acres would be affected in this area.

Wetland W-6 (Figure II-31) borders a tributary to Piney Run West of Shipley Corner. Shifting the Alternate 3B (Modified) alignment to the South at this location would not significantly reduce the area affected, while shifting to the north would result in more severe wetlands impacts. Approximately 1.5 acres would be impacted.

Wetland W-7 (Figure II-29) borders Piney Run East of the Baltimore Washington Parkway. Comments to wetland W-6 apply also to this area. Approximately 1.8 acres would be impacted at this location.

Wetland W-8 (Figures II-28 and II-29) borders along tributary to Deep Run West of the Baltimore Washington Parkway in the vicinity of Race Road. Approximately 5.8 acres of wetlands would be impacted in this area.

Wetland W-9 (Figure II-28) borders along Deep Run in Anne Arundel and Howard Counties and extends over a large area to the West of Deep Run in Howard County. Approximately 17.6 acres of wetlands would be impacted in this area. This is a reduction in the acreage affected by the original interchange configuration shown in Alternate 3B (Fig. II-13).

Wetland W-10 (Figure II-26) follows along a Deep Run tributary west of U.S. Route 1. Approximately 0.5 acres of wetlands would be impacted in this area from associated improvements to U.S. Route 1. This is a reduction from the original configuration of the service road shown in

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Alternate 3B (Fig. 11-12).

Functions of these impacted wetlands are wildlife habitat, food chain support, flood desynchronization; and in the cases of wetlands (W's) 1,7,9 and 10 the opportunity for passive recreation. These same functions were identified for those wetland areas associated with the other build alternates; with Alternate 4 (passing through Patapsco State Park) having a greater area of impact on the passive recreation wetlands function.

Mitigation measures for wetlands impacts will be coordinated with the Department of Natural Resources, the Environmental Protection Agency, and the U.S. Fish and Wildlife Service. All unavoidable wetlands losses will be enhanced, reconstructed or replaced. All reasonable efforts will be made to locally replace wetlands in-kind in small areas as opposed to large tracts. Some forms of mitigation could be included with stormwater management ponds, diversion ditches, and check dams. The type of mitigation that will be implemented at each site will be determined in the design phase in coordination with the agencies mentioned above. Stringent sediment control measures will be applied and monitored to avoid significant sedimentation from highway construction. All improvements involving wetland encroachment will require a Section 404 Permit from the U.S. Corps of Engineers.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

5. Effects on Terrestrial and Aquatic Habitats

Both terrestrial habitats, and to a lesser degree, aquatic habitats would be affected by this project. Of the total highway right-of-way required by the alternatives under consideration, the following amounts have been identified as being of woodlands and old fields:

No Build Alternate	0 acres
Alternate 2A	106.6 acres
Alternate 2B	86.5 acres
Alternate 3A	140.2 acres
Alternate 3B	137.8 acres
Alternate 3B (Modified).....	125.7 acres
Alternate 4	109.8 acres
Crossover	151.2 acres
Alternate 4/3B.....	92.5 acres

The loss of habitat would be accompanied by a proportional loss in animal populations inhabiting these areas. Of the build alternates, Alternate 2 would have the least impact on terrestrial habitats as it follows the existing Dorsey Road alignment throughout much of its length. Alternates 3 and 4 would have a greater impact; however, it should be noted that proposed land use plans (see Figure III-4) call for essentially all of the land through which these alternates pass to be developed as either residential or industrial land uses.

Potential impacts do include sedimentation during construction and pollution by roadway runoff. Sediment and erosion control plans will help minimize the adverse effects of construction activities, and proper stormwater management will reduce the amount of roadway pollutants which reach the stream. The control measures should reduce these potential adverse impacts to aquatic life to negligible levels.

The selected Alternate, with its urban diamond interchange, will impact upon the Buckingham Forest Tree Nursery, by requiring the acquisition

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of 17.4 acres of the property. This would affect approximately 1.8 acres of the mature Brigham Pine seed orchard, 0.9 acres of the mature Loblolly Pine seed orchard and 0.9 acres of the mature White Pine seed orchard. The rest of the right-of-way would affect fallow fields, storage areas and uncultivated forests. The right-of-way in the vicinity of MD Route 170 is currently being cleared for seedling beds.

Potential impacts upon both aquatic and terrestrial habitats in the Buckingham Nursery by Selected Alternate 3B modified could be minimized by bridging of the sensitive area. A special study of the effects of Selected Alternate 3B Modified on the nursery has been coordinated with the Department of Natural Resources and is available for review at the Maryland State Highway Administration Library, 707 North Calvert Street, Baltimore, Maryland and at all State Depository Libraries. The Study Concludes that soils of the Nursery should not be significantly impacted from heavy metals beyond a 35 to 50 meter distance from the edge of pavement, and that SO2 emissions will not be high enough to damage vegetation of the sight.

The projected quality of runoff from the highway, however, especially the bridge structure does exceed the background levels of the stream and exceeds the EPA chronic and acute criteria for the heavy metals lead, zinc, copper, cadmium and mercury. Cadmium, chromium, lead, and mercury also exceed EPA's domestic water supply criteria. Nutrients, solids, BOD, COD, and TOD are also significantly higher than the background levels of the stream. This potential impact could be alleviated by the construction of a closed drainage system to carry all stormwater runoff to an off site percolation pond. In addition, a water quality monitoring program could be conducted during construction and for a period of 2 years of roadway operation

to monitor water quality levels.

Consideration is also being given to relocating the entire Nursery operations. Discussions are currently ongoing with the Maryland Department of Natural Resources to determine if this is a reasonable or feasible solution. In the event it is determined that relocation of the Nursery is not feasible or reasonable, then all reasonable mitigation measures for the nursery will be incorporated into the project design.

Secondary impacts will occur as the improved highway allows the planned development to take place. This development will further impact the existing vegetation through the construction of residential subdivisions and commercial and industrial enterprises. The development resulting from this project, however, has been integrated into or will be restricted by the General Development Plans of both Anne Arundel and Howard Counties.

6. Effects on Threatened or Endangered Species

Correspondence with the U.S. Fish and Wildlife Service and Maryland Department of Natural Resources - Wildlife Administration, indicates there are no known populations of federally listed threatened or endangered species along the study corridor to be impacted by the selected alternate. Three state rare plants Arundinaria gigantea (Giant Cane), Carex barrattii (Barratt Sedge) and Helonias bullata (Swamp Pink) have been reported in the floodplains of Stony Run and Deep Run in the vicinity of Alternate 4. Two of these, C. barrattii and H. bullata, are federal candidate species presently under consideration by the U.S. Fish and Wildlife Service for listing as threatened or endangered species.

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7. Visual/Scenic Resource Impacts

a. Short-Term Effects

Construction related short-term impacts to visual/aesthetic resources would be common to all the build alternates. These include storage of construction materials and machinery, cut and fill operations, regrading required for the new facilities, and loss of vegetation.

b. Long-term Effects

Long-term visual/aesthetic impacts resulting from construction vary for each alternate. In general, because Alternate 2 more closely follows an existing roadway alignment and has fewer grade separated interchanges, its potential for long term adverse effects to visual scenic resources would be less than for Alternates 3 and 4.

Alternate 2: This alternate proposes a new interchange at U.S. Route 1, and an expanded interchange at the B.W. Parkway, both of which would have visual impacts upon nearby areas. The new intersection at the Race Road area would also impact visually on surrounding residences and the expanded roadway would also impact more severely on nearby residents of the Sandalwood Subdivision.

The Alternate 2A alignment would be visible from some residences in the Burleytown area, and would also result in major visual impacts to the northeastern portions of the Queenstown community.

The Alternate 2B alignment would result in visual impacts to the McPherson residential development and Friendship Park, as well as having major visual impacts on the northeastern portion of Queenstown.

Alternate 3: Alternate 3 proposes four grade separated interchanges which would be visible to nearby residences. The interchanges

require substantial amount of land and would be dominant visual elements where they occur. These are located at U.S. Route 1, the Race Road area, the B-W Parkway, and the relocated Ridge Road. The new Ridge Road Interchange would have adverse visual impacts to the Shipley House Historic Site and to Harmans Park, as well as to many residents of the Shipley Corner area. The Alternate 3 roadway would also result in visual impacts to the community of Matthewstown and to the Buckingham Forest Tree Nursery.

The Alternate 3A alignment calls for a new grade separated interchange at Camp Meade Road which would result in adverse visual impacts to the Munson Heights Subdivision and to the Smith Farm Historical Site. The alignment would also significantly effect the visual environment through Queenstown.

The alignment of the selected alternate, Alternate 3B (Modified), with its grade separated interchange at Camp Meade Road, would have adverse visual impacts on Munson Heights and the Smith Farm, as well as to some residents of the Burleytown area and to Friendship Park.

Alternate 4: This alternate alignment calls for four new grade separated interchanges which would be visible to nearby residences. These are located at U.S. Route 1, the B-W Parkway, New Ridge Road, and at Dorsey Road. The new interchange at the Baltimore-Washington Parkway infringes upon property of the Patapsco Valley State Park, and this along with its associated bridges over Piny Run and Deep Run, would severely impact upon the visual aesthetic qualities of the area. The alignment would also result in visual impacts to both the Queenstown Park and Friendship Park recreation areas, as well as to the Queenstown community.

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c. Mitigation Measures

Certain measures can be incorporated into the design of the proposed roadway to reduce the potential for visual resource conflicts. These mitigation measures fall into several categories.

I. Vegetation

Existing vegetation, particularly mature trees, will be preserved and protected whenever possible. In addition, the right-of-way and medians could be planted with indigenous deciduous and evergreen trees, shrubs, native grasses and groundcover. These would be planted in clumps and masses of varying configurations to provide variety and interest. Preservation and introduction of plant material will provide screening of the road from surrounding areas and of unattractive views from the road.

II. Grading

Final design of the roadways will correspond to existing grades and topography, thus minimizing the amount of cut and fill and regrading required, and disruption to existing landforms. Finished grading will blend in with the general character of the surrounding physical environment.

III. Screening

Visual screening through landscaping and privacy fencing will be incorporated into the final design of the project where feasible in the vicinity of residential areas.

8. Coordination

In addition to correspondence with appropriate resource agencies (Section VI), this project has been coordinated with representatives of the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, the Environmental Protection Agency, the Maryland Department of Natural Resources

Water Resources Administration (DNR - WRA), Forest Park and Wildlife Service, at the quarterly Interagency review sessions of the State Highway Administration.

D. Air Quality Impacts

1. Analysis Objectives, Methodology and Results

The objective of the air quality analysis is to compare the carbon monoxide (CO) concentrations estimated to result from traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The NAAQS and SAAQS are identical for CO: 35 PPM (parts per million) for the maximum one-hour period and 9 PPM for the maximum consecutive eight-hour period.

A microscale CO pollution diffusion analysis was conducted using the third generation California Line Source Dispersion Model, CALINE 3. This microscale analysis consisted of projections of one-hour and eight-hour CO concentrations at sensitive receptor sites under the worst case meteorological conditions for the No-Build and the Build Alternates for the design year (2010) and the estimated year of completion (1990).

a. Analysis Inputs

A summary of analysis inputs is given below. More detailed information concerning these inputs is contained in the Maryland Route 100 Air Quality Analysis which is available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Background CO Concentrations - In order to calculate the total concentration of CO, which occurs at a particular receptor site during worst case meteorological conditions, the background CO concentrations are considered in addition to the levels directly attributable to the facility

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under consideration. The background CO concentrations were derived from the application of rollback methodology to on-site monitoring conducted at Fort George G. Meade during the period February, 1977. The resulting background concentrations are as follows:

	CO, PPM	
	1 hour	8 hour
1990	3.3	1.7
2010	2.6	1.3

Traffic Data, Emission Factors, and Speeds - The appropriate traffic data was utilized as supplied by the Bureau of Highway Statistics (June 1984, and September and October 1985) of the Maryland State Highway Administration.

The composite emission factors used in the analysis were calculated using the Environmental Protection Agency (EPA) MOBILE 3 (Mobile Source Emissions Model) computer program. An ambient air temperature of 20 degrees Fahrenheit was assumed in calculating the emission factors for both the 1 hour and 8 hour analysis in order to approximate worst case results for each analysis case. Credit for a vehicle inspection maintenance (I/M) emission control program beginning in 1984 was included in the emission factor calculations.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link from immediately adjacent links. Average operating speed ranged from 20 mph to 55 mph for the No-Build and Build Alternates depending upon the roadways under consideration.

Meteorological Data - Worst-case meteorological conditions of 1 meter/second for wind speed and atmospheric stability class F were assumed for both the 1 hour and 8 hour calculations. In addition, as stated above, a

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worst-case temperature of 20 degrees Fahrenheit was assumed.

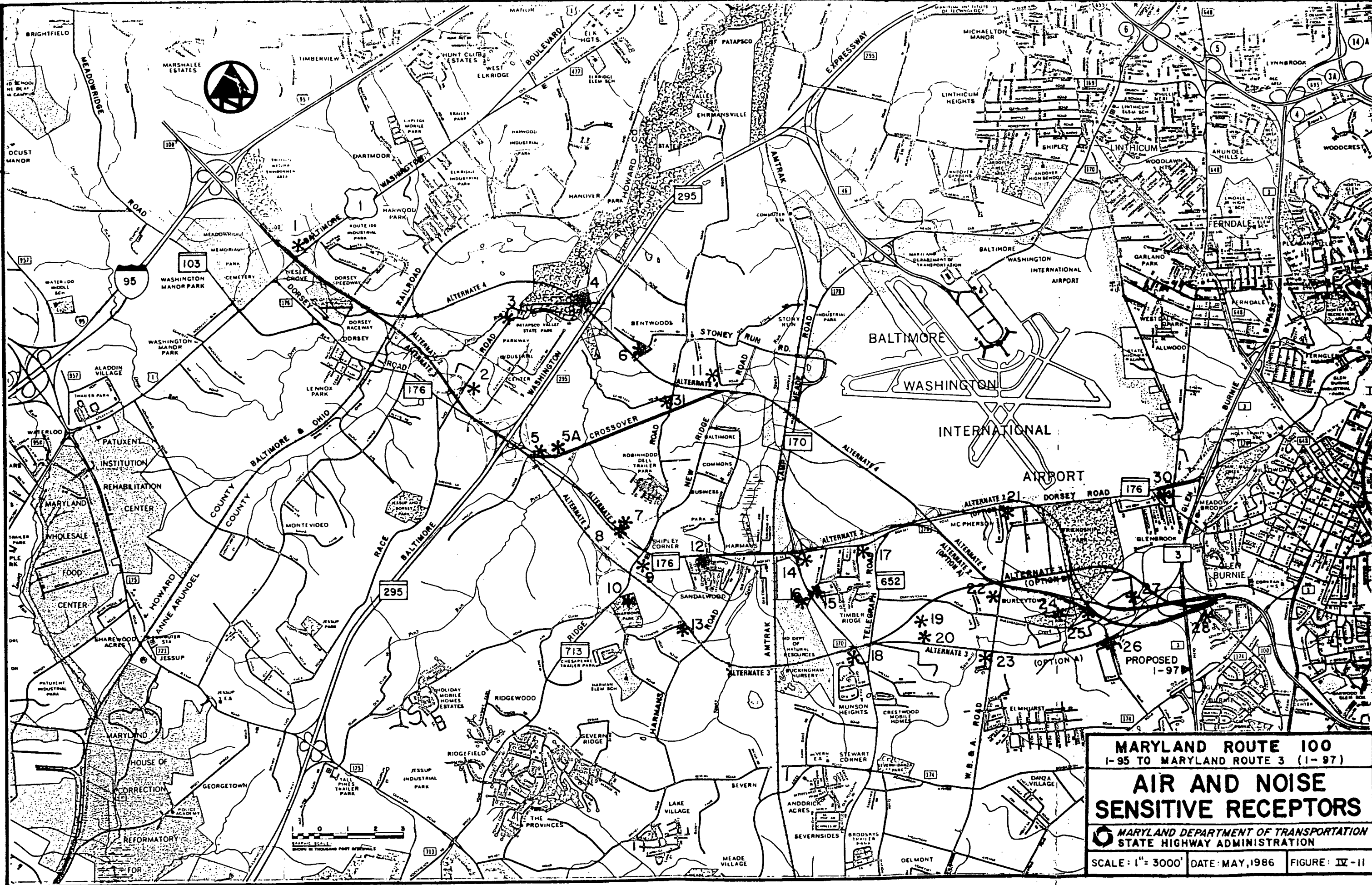
The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor location. Wind directions varied for each receptor and were selected through a systematic scan of CO concentrations associated with different wind angles.

b. Sensitive Receptors

Site selection of sensitive receptors was made on the basis of proximity to the roadway, type of adjacent land use, and changes in traffic patterns on the roadway network. Thirty (30) receptor sites were chosen for this analysis consisting of twenty-three (23) residences, four (4) churches, two (2) parks and Buckingham Forest Tree Nursery. The receptor site locations were verified during study area visits by the analysis team. A general receptor site location map is shown on Figure IV-11 and specific sites are shown on Figures II-1 through II-34.

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<u>Site No.</u>	<u>Description/Location</u>
1	Residence, NW US 1/MD 100 Interchange
2	Residence, Race Road near Dorsey Road
3	Residence, Race Road near Patapsco Valley State Park
4	Patapsco Valley State Park
5	Residence, NE MD 295/MD 100 Interchange
5A	Residence, NE MD 295/MD 100 Interchange
6	Residence, Bentwoods Road
7	St. Marks Church
8	Residence, SW Dorsey Road/Ridge Road Intersection
9	Shipley House (Historic)
10	Harmans Park
11	Residence, Valley Road
12	Residence, Sandalwood
13	Residence, Matthews Town Road
14	Residence, SE MD 170/MD 100 Interchange
15	Residence, Hawkins Road
16	Buckingham Forest Tree Nursery (air quality only)
17	Residence, Locust Drive
18	Residence, Otis Drive
19	Smith Farm (Historic)
20	Farmhouse, South of Queenstown Road/East of W.B. & A. Road
21	Residence, W.B. & A. Road/Dorsey Road Intersection
22	Residence, W. B. & A. Road/Queenstown Road
23	Residence, W.B. & A. Road/Dorol Court
24	Queenstown Park (Tennis Courts)
25	Metropolitan Church
26	Residence, Queenstown Road
27	Residence, Jones Road
28	Apartments, Old Stage Road
29	Emmanuel Church (not used)
30	Residence, Glenbrook
31	Calvary Chapel Church, Old Ridge Road



c. Results of Microscale Analysis

The results of the calculations of CO concentrations at each of the sensitive receptor sites for the No-Build and Build Alternates are shown on Tables IV-1 and IV-2. The values shown consist of predicted CO concentrations attributable to traffic on various roadway links plus projected background levels. The No-Build Alternate assumes only the improvements as described in Section II are made to Maryland Route 176 and there is no extension of Maryland Route 100. In addition, the concentrations shown for Alternates 2A, 2B, 3B, 4 and 3 Crossover 4 assume a six (6) lane improvement which is the worst case alternate from an air quality viewpoint. The results of an analysis for the selected alternate, Alternate 3B (Modified), would be the same as those presented for Alternate 3-Option B. The results of an analysis for Alternate 4/3B would be the same as those presented for Alternate 4 for sites 1 to 23 and the same as those presented for Alternate 3-Option B for sites 24 to 31. A comparison of the values in Tables IV-1 and IV-2 with the S/NAAQS shows that no violations will occur for the No-Build or with any of the build alternates in 1990 or 2010 for the one-hour or eight-hour concentrations of CO.

The projected CO concentrations vary between alternates depending on receptor locations as a function of the roadway locations and traffic patterns associated with each alternate. The maximum one-hour concentrations associated with any of the alternates is only twenty percent (20%) of the one-hour S/NAAQS while the maximum eight-hour concentration is fifty percent (50%) of the eight-hour S/NAAQS.

2. Construction Impacts

The construction phase of the proposed project has the potential of impacting the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Specifications for Materials, Highways, Bridges and Incidental Structures which specifies procedures to be followed by contractors involved in state work.

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the Specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements for these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03D) will be taken to minimize the impact on the air quality of the area.

3. Conformity with Regional Air Quality Planning

The project is in an air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP). This project conforms with the SIP since it originates from a conforming transportation improvement program.

4. Agency Coordination

Copies of the Maryland Route 100 Air Quality Analysis have been circulated to the U.S. Environmental Protection Agency and the Maryland Department of Health and Mental Hygiene - Air Management Administration and have been approved. The U.S. EPA approved the approach outlined for analyzing the air quality impacts of the project and offered no objections to completing

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this portion of the environment study (letter dated August 19, 1986). The Maryland Air Management Administration found that the Air Quality Analysis for this project is not inconsistent with the Administration's plans and objectives (letter dated August 13, 1986). Both of these letters are contained in Section VI.

TABLE IV-1
CO CONCENTRATION* AT EACH RECEPTOR SITE, PPM
1990

	NO-BUILD		ALTERNATE 2-A		ALTERNATE 2-B		ALTERNATE 3-A		ALTERNATE 3-B		ALTERNATE 4		ALT.3 / ALT.4 CROSSOVER	
	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.
1	3.9	2.1	4.2	2.4	4.2	2.4	4.1	2.4	4.1	2.4	4.2	2.4	4.1	2.4
2	4.1	1.9	4.0	2.2	4.0	2.2	3.7	2.0	3.7	2.0	3.3	1.7	3.3	1.7
3	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	3.5	1.7	3.3	1.7
4	3.6	2.0	3.6	2.0	3.6	2.0	3.6	2.0	3.6	2.0	4.4	2.3	3.6	2.0
5	4.9	2.2	4.3	2.4	4.3	2.4	4.6	2.4	4.6	2.4	3.4	1.8	4.5 [†]	2.4 [†]
6	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	4.0	2.1	3.3	1.7
7	5.7	2.4	4.8	2.8	4.8	2.8	3.9	2.0	3.9	2.0	3.8	1.9	3.8	1.9
8	5.1	2.2	4.4	2.5	4.4	2.5	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
9	5.1	2.2	4.4	2.5	4.4	2.5	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
10	3.5	1.8	3.5	1.8	3.5	1.8	3.8	1.9	3.8	1.9	3.5	1.8	3.5	1.8
11	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	4.1	2.0	4.4	2.2
12	6.0	2.6	5.0	2.9	5.0	2.9	3.9	2.0	3.9	2.0	3.8	1.9	3.8	1.9
13	3.3	1.7	3.3	1.7	3.3	1.7	4.1	2.1	4.1	2.1	3.3	1.7	3.3	1.7
14	5.0	3.0	4.5	2.6	4.5	2.6	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
15	4.6	2.1	3.8	2.2	3.8	2.2	3.9	2.3	3.9	2.3	3.9	2.3	3.9	2.3
16	4.2	2.0	3.8	2.2	3.8	2.2	3.9	2.3	3.9	2.3	3.9	2.3	3.9	2.3

*INCLUDING BACKGROUND CONCENTRATIONS
 1 HOUR = 3.3
 8 HOUR = 1.7

THE S/NAAQS FOR CO: 1 HOUR MAX. = 35 PPM
 8 HOUR MAX. = 9 PPM

† SITE 5A

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TABLE IV-1 (cont.)
CO CONCENTRATION* AT EACH RECEPTOR SITE, PPM
1990

	NO-BUILD		ALTERNATE 2-A		ALTERNATE 2-B		ALTERNATE 3-A		ALTERNATE 3-B		ALTERNATE 4		ALT.3 / ALT.4 CROSSOVER	
	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.
17	6.8	3.6	4.5	2.6	4.5	2.6	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
18	4.4	2.1	3.8	2.2	3.8	2.2	3.9	2.3	3.9	2.3	3.9	2.3	3.9	2.3
19	3.3	1.7	3.3	1.7	3.3	1.7	3.7	2.0	3.8	2.1	3.3	1.7	3.3	1.7
20	3.3	1.7	3.3	1.7	3.3	1.7	3.8	2.1	3.7	2.0	3.3	1.7	3.3	1.7
21	6.1	3.5	4.3	2.4	5.6	3.4	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
22	3.3	1.7	4.6	2.5	3.3	1.7	3.3	1.7	3.8	2.1	4.6	2.5	4.6	2.5
23	3.3	1.7	3.3	1.7	3.3	1.7	3.7	2.0	3.3	1.7	3.3	1.7	3.3	1.7
24	3.3	1.7	4.7	2.8	3.3	1.7	3.3	1.7	3.3	1.7	4.7	2.8	4.7	2.8
25	3.3	1.7	4.7	2.8	4.4	2.6	3.6	1.9	3.3	1.7	4.7	2.8	4.7	2.8
26	3.3	1.7	4.3	2.4	4.3	2.4	4.5	2.5	3.3	1.7	4.3	2.4	4.3	2.4
27	3.3	1.7	5.1	2.9	5.1	2.9	3.7	2.0	4.0	2.3	5.1	2.9	5.1	2.9
28	4.5	2.6	4.7	2.9	4.7	2.9	4.8	3.0	4.8	3.0	4.8	3.0	4.8	3.0
30	7.0	3.7	4.1	2.2	4.1	2.2	3.8	1.9	3.8	1.9	3.8	1.9	3.8	1.9
31	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	3.3	1.7	4.0	2.0	3.9	1.9

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*INCLUDING BACKGROUND CONCENTRATIONS
 1 HOUR = 3.3
 8 HOUR = 1.7

THE S/NAAQS FOR CO: 1 HOUR MAX. = 35 PPM
 8 HOUR MAX. = 5 PPM

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**TABLE IV-II
CO CONCENTRATION* AT EACH RECEPTOR SITE, PPM
2010**

	NO-BUILD		ALTERNATE 2-A		ALTERNATE 2-B		ALTERNATE 3-A		ALTERNATE 3-B		ALTERNATE 4		ALT.3 / ALT.4 CROSSOVER	
	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.
1	3.3	1.8	4.0	2.3	4.0	2.3	3.7	2.1	3.7	2.1	4.0	2.3	3.7	2.1
2	3.8	1.7	3.7	2.1	3.7	2.1	3.4	1.9	3.4	1.9	2.6	1.3	2.6	1.3
3	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	2.9	1.5	2.6	1.3
4	3.0	1.6	3.0	1.6	3.0	1.6	3.0	1.6	3.0	1.6	4.4	2.1	3.0	1.6
5	5.0	2.0	4.2	2.5	4.2	2.5	4.5	2.4	4.5	2.4	2.7	1.4	4.4 [†]	2.4 [†]
6	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	3.8	1.9	2.6	1.3
7	6.3	2.4	5.1	3.2	5.1	3.2	4.2	2.1	4.2	2.1	3.1	1.6	3.1	1.6
8	5.1	2.1	4.4	2.6	4.4	2.6	3.3	1.7	3.3	1.7	3.1	1.6	3.1	1.6
9	5.2	2.1	4.3	2.6	4.3	2.6	3.3	1.7	3.3	1.7	3.1	1.6	3.1	1.6
10	3.0	1.5	3.0	1.5	3.0	1.5	3.3	1.7	3.3	1.7	3.0	1.5	3.0	1.5
11	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	3.8	1.9	4.3	2.1
12	5.8	2.5	5.4	3.4	5.4	3.4	4.2	2.1	4.2	2.1	3.1	1.6	3.1	1.6
13	2.6	1.3	2.6	1.3	2.6	1.3	4.0	2.0	4.0	2.0	2.6	1.3	2.6	1.3
14	5.2	2.9	4.8	2.9	4.8	2.9	3.1	1.6	3.1	1.6	3.1	1.6	3.1	1.6
15	4.6	1.9	3.4	2.0	3.4	2.0	3.5	2.1	3.5	2.1	3.5	2.1	3.5	2.1
16	4.0	1.7	3.4	2.0	3.4	2.0	3.5	2.1	3.5	2.1	3.5	2.1	3.5	2.1

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*INCLUDING BACKGROUND CONCENTRATIONS
1 HOUR = 2.6
8 HOUR = 1.3

THE S/NAAQs FOR CO: 1 HOUR MAX. = 35 PPM
8 HOUR MAX. = 9 PPM

+ SITE 5A

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TABLE IV - 11 (cont.)
CO CONCENTRATION* AT EACH RECEPTOR SITE, PPM
2010

	NO-BUILD		ALTERNATE 2-A		ALTERNATE 2-B		ALTERNATE 3-A		ALTERNATE 3-B		ALTERNATE 4		ALT.3 / ALT.4 CROSSOVER	
	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.	1 HR.	8 HR.
17	7.7	4.5	4.5	2.7	4.5	2.7	3.1	1.6	3.1	1.6	3.1	1.6	3.1	1.6
18	4.3	1.8	3.4	2.0	3.4	2.0	3.5	2.1	3.5	2.1	3.5	2.1	3.5	2.1
19	2.6	1.3	2.6	1.3	2.6	1.3	3.2	1.8	3.1	1.7	2.6	1.3	2.6	1.3
20	2.6	1.3	2.6	1.3	2.6	1.3	3.1	1.7	3.2	1.8	2.6	1.3	2.6	1.3
21	6.9	3.9	4.3	2.5	6.3	4.0	3.1	1.6	3.1	1.6	3.1	1.6	3.1	1.6
22	2.6	1.3	4.5	2.8	2.6	1.3	2.6	1.3	3.1	1.7	4.5	2.8	4.5	2.8
23	2.6	1.3	2.6	1.3	2.6	1.3	3.2	1.7	2.6	1.3	2.6	1.3	2.6	1.3
24	2.6	1.3	4.9	3.0	2.6	1.3	2.6	1.3	2.6	1.3	4.9	3.0	4.9	3.0
25	2.6	1.3	5.0	3.0	4.5	2.6	3.0	1.6	2.6	1.3	5.0	3.0	5.0	3.0
26	2.6	1.3	4.3	2.5	4.3	2.5	4.3	2.5	2.6	1.3	4.3	2.5	4.3	2.5
27	2.6	1.3	5.3	3.3	5.3	3.3	3.3	1.7	3.6	2.0	5.3	3.3	5.3	3.3
28	5.0	3.1	5.2	3.4	5.2	3.4	5.3	3.5	5.3	3.5	5.3	3.5	5.3	3.5
30	8.1	4.8	4.1	2.2	4.1	2.2	3.1	1.6	3.1	1.6	3.1	1.6	3.1	1.6
31	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	2.6	1.3	3.8	1.7	3.6	1.7

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*INCLUDING BACKGROUND CONCENTRATIONS

1 HOUR = 2.6
 8 HOUR = 1.3

THE S/NAAQS FOR CO: 1 HOUR MAX. = 35 PPM
 8 HOUR MAX. = 9 PPM

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E. Noise Impact Analysis

1. Introduction

As discussed in Section III.E., traffic noise impacts occur when predicted Maryland Route 100 design year traffic noise levels exceed 67 dBA Leq or exceed the measured ambient "without aircraft" levels by 10 dBA or more. Where noise impacts occur, noise abatement methods are examined. This section identifies areas of noise impact for the various design alternatives, and then looks at the feasibility of using noise barriers to minimize or eliminate impacts. The following paragraphs first present the measured levels for the noise sensitive areas, then discuss noise prediction methods, identify areas of noise impact, and finally present an analysis of noise barrier feasibility.

2. Ambient Noise Level Measurements

Twenty-nine noise sensitive areas (NSA's) were identified and analyzed in the study area (see Figure IV-11). All are categorized as Activity Category B in accordance with the FHWA noise abatement criteria and land use relationship shown on Table III-7. These are shown on Table IV-3 in section IV.D. Noise measurements were conducted at all of the noise sensitive areas (note that there are 30 numbered areas, but site number 16 is an air quality location only). A noise monitor was used for 20 to 30 minutes at each NSA. At most locations, printouts of Leq values permitted separation of non-aircraft noise level. The following table describes each NSA and gives the measured results in terms of dBA Leq.

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TABLE IV-3 - NOISE SENSITIVE AREAS AND AMBIENT NOISE LEVELS

<u>Noise Sensitive Area</u>	<u>Measured Leq</u>		<u>Description</u>
	<u>With Aircraft</u>	<u>Without Aircraft</u>	
1	66	63	One (1) 2 story frame single family residence north side of U.S. Route 1 with direct access to U.S. Route 1.
2	70	61	One (1) 3 story frame single family residence with direct access to Race Road.
3	70	43	One (1) 2 story frame single family residence with direct access to Race Road.
4	68	42	Patapsco State Valley Park.
5	71	68	One (1) 2 story frame single family residence with direct access to Maryland Route 176.
6	68	43	One (1) 2 story frame single family residence with direct access to Bentwoods Road.
7	69	68	St. Marks United Methodist Church is a one (1) story brick building with direct access to Maryland Route 176. The church is air conditioned and has no day school.
8	70	58	One (1) 1 story single family residence with direct access to Maryland Route 713.
9	60	57	One (1) 3 story frame single family residence with direct access to Ridge Road (Shipley House Historic Site).
10	62	61	Harmans Park - Receptor site is at the back-stop of the baseball field.
11	76	44	One (1) 1 story stone single family residence with direct access to Valley Road off of Old Stony Run Road.
12	67	65	One (1) 2 story frame single family residence located on Sandalwood Lane with access to Maryland Route 176.
13	52	52	One (1) 1 story brick rancher single family residence with direct access to Matthews Town Road.

TABLE IV-3 NOISE SENSITIVE AREAS AND AMBIENT NOISE LEVELS (CONT'D)

<u>Noise Sensitive Area</u>	<u>Measured Leq</u>		<u>Description</u>
	<u>With Aircraft</u>	<u>Without Aircraft</u>	
14	62	59	One (1) 3 story frame single family residence with direct access to Maryland Route 176.
15	61	56	One (1) 1 story brick rancher with carport, a single family residence with access to Hawkins Road.
16	(Air Quality only)		Buckingham Forest Tree Nursery
17	70	70	One (1) 2 story frame and brick single family residence with direct access to Maryland Route 176.
18	58	58	One (1) 1 story frame single family residence with direct access to Otis Drive.
19	54	49	One (1) 3 story frame single family residence with direct access to Maryland Route 652 (Smith Farm - Historic Site).
20	54	49	One (1) 3 story frame single family residence with direct access to Maryland Route 652.
21	71	70	One (1) 2 story frame single family residence with direct access to Maryland Route 176.
22	53	49	One (1) 2 story frame single family residence with direct access to W.B.A. Road.
23	66	54	One (1) story ranch single family residence on Dorol Court.
24	57	52	Queenstown Park - Receptor site is the center of Tennis/Basketball Court with direct access to Queenstown Road.
25	59	54	Metropolitan United Methodist Church is a 1 story brick building with direct access to Queenstown Road. This church is air conditioned and has no day school.
26	61	55	One (1) 1 story ranch single family residence with direct access to Queenstown Road.
27	68	51	One (1) story frame single family residence with direct access to Jones Road.

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TABLE IV-3 NOISE SENSITIVE AREAS AND AMBIENT NOISE LEVELS (CONT'D)

<u>Noise Sensitive Area</u>	<u>Measured Leq</u>		<u>Description</u>
	<u>With Aircraft</u>	<u>Without Aircraft</u>	
28	63	63	Apartments 3 story brick building with access to Old Stage Road.
30	70	70	One (1) 1 story frame single family residence with direct access to Elkridge Landing Road.
31	72	52	Calvary Chapel Church is a 1 story frame church on Old Ridge Road. This Church is air conditioned and does have a day school.

3. Predicted Noise Levels

a. Prediction Methodology

The method used to predict the future noise levels for the proposed extension of Maryland Route 100 was developed by the Federal Highway Administration of the U.S. Department of Transportation. The FHWA Highway Traffic Noise Prediction Model (FHWA Model) incorporates data pertaining to normal traffic volume increases over time, utilizes an experimentally and statistically determined reference sound level for three classes of vehicles (autos, medium duty trucks, and heavy duty trucks) and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include: 1) traffic flow corrections taking into account number of vehicles, average vehicle speed, and specifies a time period of consideration; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway; and 3) adjustment for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

Pursuant to the procedures published in the FHWA FHPM 7-7-3, prediction calculations and noise barrier calculations were performed utilizing a computer program version of the FHWA Model described in report FHWA-RD-77-108. The calculations do not predict future noise levels with aircraft since airplane noise is not generated by this project and cannot be mitigated by noise barriers.

b. Summary of Traffic Parameters

Traffic information for this analysis was prepared by the Maryland State Highway Administration's Bureau of Traffic Engineering and Bureau of Highway Statistics for the Design Year (2010).

In predicting noise levels and assessing noise impacts, the traffic characteristics yielding the worst hourly traffic noise impact on a regular basis for the design year for each alternate were used.

c. Prediction Results

Noise levels projected for the design year (2010) for the "Build" and "No-Build" alternatives are shown in Tables IV-4 and IV-5.

4. Noise Impact Assessment

a. Impact Analysis and Feasibility of Noise Control

The determination of environmental noise impact is based on the relationship between the predicted noise levels, the established noise abatement criteria, and the ambient noise levels in the project area. The applicable standard is the Federal Highway Administration's Noise Abatement Criteria/Activity Relationship (see Table III-7) published in FHPM 7-7-3. When design year Leq noise levels are projected to exceed the abatement criteria or increase ambient conditions by 10 dBA or more, noise abatement measures (in general, noise barriers) are considered to minimize impact. Con-

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sideration is based on the size of the impacted area (number of structures, spacial distribution of structures, etc.), the predominant activities carried on within the area, public input, the visual impact of the control measure, practicality of construction, and economic feasibility.

PROJECT NOISE LEVELS
TABLE IV-4

MARYLAND ROUTE 100 ALTERNATES 2A, 2B, 3A, 3B, 4 & 3 CROSSOVER 4

NSA	DESCRIPTION	AMBIENT Leq		DESIGN YEAR 2010 Leq					
		with aircraft	without aircraft	2A	2B	3A	3B	4	3 X-OVER 4
1	RESIDENTIAL	66	63	67	67	68*	68*	68*	68*
2	RESIDENTIAL	70	61	67	67	69*	69*	-	67
3	RESIDENTIAL	70	43	-	-	-	-	59*	-
4	RESIDENTIAL	68	42	-	-	-	-	67*	-
5	RESIDENTIAL	71	68	65	65	67	67	-	-
6	RESIDENTIAL	68	43	-	-	-	-	67*	-
7	CHURCH	69	68	66	66	67	67	-	-
8	CHURCH	70	58	66	66	68*	68*	-	-
9	RESIDENTIAL	60	57	65	65	68*	68*	-	-
10	PARK	62	61	-	-	58	58	-	-
11	RESIDENTIAL	76	44	-	-	-	-	66*	65*
12	RESIDENTIAL	67	65	71*	71*	-	-	-	-
13	RESIDENTIAL	52	52	-	-	68*	68*	-	-
14	RESIDENTIAL	62	59	68*	68*	-	-	-	-
15	RESIDENTIAL	61	56	62	62	-	-	-	-
16	RESIDENTIAL	Air Quality Only		-	-	-	-	-	-
17	RESIDENTIAL	70	70	63	63	-	-	-	-
18	RESIDENTIAL	58	58	-	-	70*	70*	-	-
19	RESIDENTIAL	54	49	-	-	58	57	-	-
20	RESIDENTIAL	54	49	-	-	71*	-	-	-

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PROJECT NOISE LEVELS
TABLE IV-4 (CONT.)

MARYLAND ROUTE 100 ALTERNATES 2A, 2B, 3A, 3B, 4 & CROSSOVER 4

NSA	DESCRIPTION	AMBIENT Leq		DESIGN YEAR 2010 Leq					
		with aircraft	without aircraft	2A	2B	3A	3B	4	3X-OVER 4
21	RESIDENTIAL	71	70	-	72*	-	-	-	-
22	RESIDENTIAL	53	49	61*	-	-	65*	61*	61*
23	SWIM CLUB	66	54	-	-	63	-	-	-
24	PARK	57	52	56	-	-	-	56	56
25	CHURCH	59	54	62	62	-	-	62	62
26	RESIDENTIAL	61	55	60	57	70*	-	-	-
27	RESIDENTIAL	68	51	65*	65*	61*	62*	65*	65*
28	RESIDENTIAL	63	63	66	66	69*	69*	69*	69*
30	RESIDENTIAL	70	70	76*	76*	75*	75*	-	-
31	CHURCH	72	52	-	-	-	-	61	64*
				NOTE: ASTERISK (*) INDICATES THAT THE SITE WILL BE EXPOSED TO TRAFFIC NOISE LEVELS THAT EITHER WILL EXCEED FHWA DESIGN CRITERIA OR WILL INCREASE BY 10 dBA OR MORE ABOVE CURRENT AMBIENT NOISE EXCLUDING AIRCRAFT.					

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PROJECT NOISE LEVELS
TABLE IV-5

MARYLAND ROUTE 100 - NO BUILD ALTERNATE

NSA	DESCRIPTION	AMBIENT Leq		DESIGN YEAR 2010 Leq
		with aircraft	without aircraft	
1	RESIDENTIAL	66	63	67
2	RESIDENTIAL	70	61	62
5	RESIDENTIAL	71	68	76
7	CHURCH	69	68	70
8	CHURCH	70	58	62
9	RESIDENTIAL	60	57	64
12	RESIDENTIAL	67	65	66
14	RESIDENTIAL	62	59	65
17	RESIDENTIAL	70	70	76
21	RESIDENTIAL	71	70	76
30	RESIDENTIAL	70	70	76

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Economic assessment is based on the following assumptions. An effective barrier should, in general, extend in both directions to four (4) times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7 to 10 dBA reduction of the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of \$27 per square foot is assumed to estimate total barrier cost. This cost figure is based on current costs experienced by the Maryland State Highway Administration and includes the costs of panels, footings, drainage, landscaping, and overhead. In addition, the upset limit to determine how reasonable a barrier may be is \$40,000 per residence. This is an average cost figure based on current and projected barrier costs by the Maryland State Highway Administration.

No-Build Alternate - For the No-Build Alternate, eleven (11) noise sensitive areas were analyzed. Table IV-5 shows design year (2010) Leq noise levels would increase 1-8 dBA over present levels (without aircraft) and NSA's 5, 7, 17, 21 and 30 would exceed the noise abatement criteria of 67 dBA. These increases are due solely to increased traffic volumes on Dorsey Road and noise abatement measures are not recommended for this alternate.

Alternate 2A - Under this alternate, NSA's 12, 14, 22, 27 and 30 would be exposed to traffic noise levels that in the design year (2010) either exceed FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels excluding aircraft (see Table IV-4). Table IV-6 summarizes the basic physical dimensions, estimated effectiveness, cost, number of residential units benefiting and the nominal cost per residence of barriers for each NSA.

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At NSA 12, a barrier 14 feet high and 1450 feet in length would provide a maximum of 9 dBA benefit to 19 residences at a total cost of \$548,000 or a cost per residence of \$29,000. The construction of a barrier at this location would be considered during final design if Alternate 2A is selected. This NSA is not located within the airport's noise zone.

At NSA 14, a barrier 20 feet high and 1000 feet in length would provide a maximum 5 dBA benefit to one residence at a cost of \$540,000. This barrier would be neither feasible nor reasonable because of cost and insufficient benefit and is not recommended.

At NSA 22 a barrier 20 feet high and 2800 feet in length would provide a maximum 7 dBA benefit to 3 residences at a total cost of \$1,512,000 or a cost per residence of \$504,000. This barrier would be feasible but not reasonable because of cost and is not recommended.

At NSA 27, a barrier 20 feet high and 800 feet in length would provide a maximum of 8 dBA benefit to one residence at a cost of \$432,000. This barrier would be feasible but not reasonable because of cost and is not recommended.

The impact to NSA 30 is due solely to increased traffic along Dorsey Road and barrier construction is not feasible since the barrier would have to be segmented to provide access to cross roads.

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Table IV-6 - Barrier Effectiveness
Alternate 2A

NSA	Barrier Dimensions (Ft)		Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
	Height	Length				
12	14	1450	9	\$ 548,000	19	\$ 29,000
14	20	1000	5	\$ 540,000	1	\$ 540,000
22	20	2800	7	\$1,512,000	3	\$ 504,000
27	20	800	8	\$ 432,000	1	\$ 432,000
30	(see text)					

Alternate 2B - Under this alternate, NSA's 12, 14, 21, 27 and 30 would be exposed to traffic noise levels that in the design year (2010) either exceed the FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels excluding aircraft (see Table IV-4). Table IV-7 summarizes the basic physical dimensions, estimated effectiveness, cost, number of residential units benefitting and the nominal cost per residence of barriers for each NSA.

The barriers associated with NSA's 12 and 14 would be the same as under Alternate 2A.

At NSA 27, a barrier 20 feet high and 3350 feet in length would provide a maximum 4 dBA benefit to one residence at a cost of \$1,809,00. This barrier is not reasonable or feasible and is not recommended.

For NSA's 21 and 30, vehicles on local, unlimited access roads are responsible for noise impact, and barrier construction is not feasible.

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Table IV-7 - Barrier Effectiveness
Alternate 2B

NSA	Barrier Dimensions (Ft)		Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
	Height	Length				
12	14	1450	9	\$ 548,000	19	\$ 29,000
14	20	1000	5	\$ 540,000	1	\$ 540,000
21	(see text)					
27	20	3350	4	\$1,809,000	1	\$1,809,000
30	(see text)					

Alternate 3A - Under this alternate, NSA's 1,2,8,9,13,18,20,26,28 and 30 would be exposed to traffic noise levels that in the design year (2010) would exceed the FHWA noise levels excluding aircraft (see Table IV-4). A Leq of 61 dBA would occur at NSA 27 and is considered to impact on that location because of the relatively low ambient levels that exist when aircraft are not overflying the area. Table IV-8 summarizes the basic physical dimensions, estimated effectiveness, cost, number of residential units benefitting and the nominal cost per residence of barriers for each NSA.

At NSA 1, a barrier varying in height from 20-28 feet and 900 feet in length would provide a maximum of 7 dBA benefit to 3 residences at a total cost of \$519,000 or a cost per residence of \$173,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 2, a barrier 15 feet in height and 950 feet in length would provide 2 residences a maximum of 7 dBA benefit at a total cost of \$385,000 or a cost per residence of \$192,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 8, a barrier 20 feet high and 3,200 feet long would provide 5 residences a maximum of 5 dBA benefit at a total cost of \$1,728,000 or a cost per residence of \$346,000. This barrier is neither reasonable nor feasible and is not recommended.

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At NSA 9, a barrier 20 feet high and 3,200 feet long would provide six residences a maximum 8 dBA benefit at a total cost of \$1,728,000 or a cost per residence of \$288,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 13, a barrier 18 feet high and 900 feet in length would provide 2 residences a maximum of 8 dBA benefit at a total cost of \$437,000 or a cost per residence of \$219,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 18, a barrier 18 feet high and 1200 feet in length would provide 4 residences a maximum of 9 dBA benefit at a total cost of \$583,000 or a cost per residence of \$146,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 20, a barrier 12 feet high and 400 feet long would provide one residence a maximum of 8 dBA benefit at a cost of \$130,000. This barrier is feasible but not reasonable because of cost and is not recommended.

At NSA 26, a barrier 9 feet high and 1000 feet long would provide 6 residences a maximum of 8 dBA benefit at a total cost of \$243,000 or a cost per residence of \$41,000. This barrier would be feasible but not reasonable because of cost and is not recommended.

At NSA 27, a barrier 20 feet high and 3,360 feet long would provide one residence a maximum of 4 dBA benefit at a cost of \$1,814,000. This barrier is not reasonable or feasible and is not recommended.

At NSA 28, a barrier 20 feet high and 800 feet long would provide 12 residential units a maximum of 7 dBA benefit at a total cost of \$432,000 or a cost per residence of \$36,000. This barrier would be reasonable

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and feasible and is being considered under the construction of I-97.

As for the other alternates, NSA 30 is impacted by noise from traffic on Dorsey Road and barrier construction is not feasible.

Table IV-8 - Barrier Effectiveness
Alternate 3A

NSA	Barrier Dimensions (Ft)		Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
	Height	Length				
1	20-28	900	7	\$ 519,000	3	\$ 173,000
2	15	950	7	\$ 385,000	2	\$ 192,000
8	20	3200	5	\$1,728,000	5	\$ 346,000
9	20	3200	8	\$1,728,000	6	\$ 288,000
13	18	900	8	\$ 437,000	2	\$ 219,000
18	18	1200	9	\$ 583,000	4	\$ 146,000
20	12	400	8	\$ 130,000	1	\$ 130,000
26	9	1000	8	\$ 243,000	6	\$ 41,000
27	20	3360	4	\$1,814,000	1	\$1,814,000
28	20	800	7	\$ 432,000	12*	\$ 36,000
30	(see text)					

*Estimated No. of Apartment Units

Alternate 3B - As shown in Table IV-4, NSA's, 1,2,8,9,13,18,22,27,28 and 30 would be exposed to traffic noise levels that, in the design year (2010), would exceed the FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels (excluding aircraft). Table IV-9 summarizes the basic physical dimensions, estimated effectiveness, cost, number of residential units benefiting and the nominal cost per residence of barriers for each NSA.

At NSA's 1,2,8,9,13,18,28 and 30, the barriers and associated effectiveness would be the same as those described in Alternate 3A.

At NSA 22, a barrier 20 feet high and 2800 feet long would provide 3 residences approximately 8 dBA benefit at a total cost of \$1,512,000 or a cost per residence of \$504,000. This barrier would be feasible but not

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reasonable because of cost and is not recommended.

At NSA 27, a barrier 20 feet high and 2,250 feet long would provide one residence approximately 6 dBA benefit at a cost of \$1,215,000. This barrier is feasible but not reasonable and is not recommended.

Table IV-9 - Barrier Effectiveness
Alternate 3B

NSA	Barrier Dimensions (Ft)		Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
	Height	Length				
1	20-28	900	7	\$ 519,000	3	\$ 173,000
2	15	950	7	\$ 385,000	2	\$ 192,000
8	20	3200	5	\$1,728,000	5	\$ 346,000
9	20	3200	8	\$1,728,000	6	\$ 288,000
13	18	900	8	\$ 437,000	2	\$ 219,000
18	18	1200	9	\$ 583,000	4	\$ 146,000
22	20	2800	8	\$1,512,000	3	\$ 504,000
27	20	2250	6	\$1,215,000	1	\$1,215,000
28	20	800	7	\$ 432,000	12*	\$ 36,000
30	(see text)					

*Estimated No. of Apartment Units

Alternate 3B (Modified) - The selected alternate would have the same noise impacts as those described for Alternate 3B.

Alternate 4 - Under this alternate, NSA's 1,3,4,6,11,22, 27, and 28 would be exposed to traffic noise levels that, in the design year (2010), would exceed the FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels excluding aircraft (see Table IV-4). Table IV-10 summarizes the barriers for each of the impacted NSA's.

At NSA's 1 and 28, the barriers would be the same as those described in Alternate 3A and the barriers associated with NSA's 22 and 27 would be the same as under Alternate 2A.

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At NSA 3, a barrier 12 feet high and 7000 feet long would provide 8 residences between a 5 to 10 dBA benefit of a total cost of \$2,268,000 or a cost per residence of \$284,000. This barrier would be feasible but not reasonable and is not recommended.

At NSA 4, a barrier 12 feet high and 2,000 feet long would provide between 7 and 10 dBA benefit in the park at a total cost of \$648,000. This barrier is feasible and will be considered during final design if Alternate 4 is selected.

At NSA 6, a barrier 12 feet high and 1,000 feet in length would provide 5 residences a benefit of between 5 and 10 dBA at a total cost of \$324,000 or a cost of \$65,000 per residence. This barrier is feasible but not reasonable and is not recommended.

At NSA 11, a barrier 12 feet high and 4,000 feet long would provide 3 residences and one church between a 5 to 10 dBA benefit at a total cost of \$1,296,000 or a cost per residence of \$185,000. This barrier is feasible but not reasonable because of cost and is not recommended.

Table IV-10 - Barrier Effectiveness
Alternate 4

NSA	Barrier Dimensions (Ft)		Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
	Height	Length				
1	20-28	900	7	\$ 519,000	3	\$ 173,000
3	12	7000	5-10	\$2,268,000	8	\$ 284,000
4	12	2000	7-10	\$ 648,000	-	-
6	12	1000	5-10	\$ 324,000	5	\$ 65,000
11	12	4000	5-10	\$1,296,000	3	\$ 185,000

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Alternate 3/Crossover/Alternate 4 - Under this alternate, NSA's 1, 2, 11, 22, 27, 28, and 31 would be exposed to traffic noise levels that, in the design year (2010), would exceed the FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels excluding aircraft (see Table IV-4).

The barriers for NSA's 1, 2, and 28 are the same as for Alternate 3A and the barriers for 2, 22, and 27 are the same as for Alternate 2A.

At NSA 11 and 31, a barrier 12 feet high and 4,700 feet long would provide 5 residences and one church between 5 and 10 dBA benefit at a total cost of \$1,523,000 or a cost per residence of \$169,000. This barrier is feasible but not reasonable due to cost and is not recommended.

Table IV-11 - Barrier Effectiveness
Alternate 3/Crossover/Alternate 4

NSA	Barrier Height	Dimensions (Ft) Length	Benefit (dBA)	Cost	No. of Residences Benefiting	Cost Per Residence
1	20-28	900	7	\$ 519,000	3	\$ 173,000
2	15	950	7	\$ 385,000	2	\$ 194,000
11&31	12	4700	5-10	\$1,523,000	5	\$ 169,000
22	20	2800	7	\$1,512,000	3	\$ 504,000
27	20	800	8	\$ 432,000	1	\$ 432,000
28	20	800	7	\$ 432,000	12	\$ 36,000

Alternate 4/3B - Under this alternate, NSA's 1, 3, 4, 6, 11, 22, 27, and 28 would be exposed to traffic noise levels that, in the design year (2010), would exceed the FHWA noise abatement criteria or increase by 10 dBA or more above current ambient noise levels excluding aircraft. The noise levels for NSA's 1,3,4,6,11 and 22 are shown in Table IV-4 under Alternate 4 and for NSA's 27 and 28 under Alternate 3B.

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The barriers for NSA's 1,3,4,6,11 and 22 are the same as described for Alternate 4 and the barriers for NSA's 27 and 28 are the same as described for Alternate 3B.

Table IV-12 - Barrier Effectiveness
Alternate 4/3B

<u>NSA</u>	<u>Barrier Height</u>	<u>Dimensions (Ft) Length</u>	<u>Benefit (dBA)</u>	<u>Cost</u>	<u>No. of Residences Benefiting</u>	<u>Cost Per Residence</u>
1	20-28	900	7	\$ 519,000	3	\$ 173,000
3	12	7000	5-10	\$2,268,000	8	\$ 284,000
4	12	2000	7-10	\$ 648,000	-	-
6	12	1000	5-10	\$ 324,000	5	\$ 65,000
11	12	4000	5-10	\$1,296,000	3	\$ 185,000
27	20	2250	6	\$1,215,000	1	\$1,215,000
28	20	800	7	\$ 432,000	12*	\$ 36,000

* Estimated No. of Apartment Units

b. Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably employ the following pieces of equipment which would likely be sources of construction noise:

- Bulldozers and Earth Movers
- Graders
- Front End Loaders
- Dump and other Diesel Trucks
- Compressors

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Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreation periods

F. Impact on Historic or Archeological Sites

1. Historic Sites - Consequences

Seventeen historical sites are located within the study area; two sites are eligible for the National Register of Historic Places and the remaining 15 sites are not eligible, but are of Maryland Inventory Quality. Refer to Table III-8 for level of significance.

The two sites eligible for the National Register are the Smith Farm (c.) and the Shipley House (J.). The Shipley House would not be directly impacted by any of the alternates, however, under Alternates 2 and 3, the site would be impacted by the close proximity of the alignments. Alternate 3-Option B would require the acquisition of some of the Smith Farm property but would not directly impact any buildings or the cemetery on the property. Alternate 3-Option A would be approximately 300 feet south of the Smith Farm and would therefore impact the property, but not adversely, due to the use of landscaping to provide a buffer zone.

The Maryland Historical Trust - State Historic Preservation Officer has determined that Alternate 3-Option B would have no adverse effect on the Shipley House or the Smith Farm conditional on landscaping plans which are reviewed and approved by the Maryland Historical Trust (see letter dated March 26, 1987 in section VI).

2. Archeological Sites

Five sites identified by the Maryland Geological Survey as potentially eligible for the National Register would be impacted by either the

selected alternate, Alternate 3B (Modified), or by Alternate 4/3B. Since Alternate 3B (Modified) will impact four of these sites, phase II archeological studies to determine site extent, degree of impact, and eligibility for the National Register will be undertaken on sites 18AN596, 18AN580, and either 18AN579 or 18AN582. Sites 18AN579 and 18AN582 represent the same kind of activity with the same potential for research information. Site 18AN582 was not recommended for Phase II investigations by the Maryland Geological Survey since site 18AN579 offered superior site integrity. This work will be coordinated with the State Historic Preservation Officer.

If Alternate 4/3B had been selected, phase II archeological study would have been undertaken on site 18AN29A. In addition, phase I archeological reconnaissance would have had to be undertaken of the unsurveyed portions of archeological test tract 12. However, neither of these areas will be impacted by Alternate 3B (Modified), the selected alternate.

G. Relationship between Short-term Effects and Long-term Productivity and Enhancement

All of the Build Alternates would allow traffic to move more efficiently through the study area. The proposed improvements should make the project area more attractive for economic development, thereby increasing employment opportunities in the study area.

Long term environmental effects include the elimination of active agricultural lands and woodlands and the acquisition of floodplain and wetland acreage. Noise levels would also increase in some areas.

Construction impacts which would have a short-term effect on the project area include erosion, siltation and stream turbidity. Dust and noise associated with highway construction would also result in temporary

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Impacts. Every effort will be made by the State Highway Administration to minimize effects to the environment.

H. Irreversible and Irretrievable Commitment of Resources

The proposed project represents the irreversible and irretrievable commitment of woodlands and agricultural land for the highway right-of-way along with floodplain acreage and wildlife habitat. The land required for the project can be considered as permanently committed to a transportation corridor.

I. Energy Impacts

Because of the resulting more efficient operating speeds, each of the freeway build alternates would require less operational energy usage than Alternate 2. Energy saved in operational energy requirements would more than offset energy expended in highway construction.

J. 4(f) Statement

1. Introduction

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 (c)) requires that the proposed use of any land from either a public park of national, state, or local significance or from any historic site considered eligible for, or on the National Register of Historic Places be given particular attention. Final action requiring the taking of such land must document that there are no feasible and prudent alternatives to its use. Additionally, a full evaluation of measures to minimize harm must be made.

2. Description of the Proposed Action

The proposed action involves the construction of Maryland Route 100 as either a 6 lane urban arterial highway or a 4 to 6 lane divided

freeway between Maryland Route 3 (proposed I-97) and I-95. The alternates which were considered for this study are described in detail in Section II-B. Alternate 2 - Options A and B and Alternate 3/Crossover/4 would impact upon Friendship Park. Alternate 4 and Alternate 4/3B would impact upon Friendship Park and the Patapsco Valley State Park. The selected alternate, Alternate 3B (Modified), would impact upon Friendship Park and the Smith Farm.

3. Description of 4(f) Resource

a. Friendship Park

Friendship Park is a 172 acre parcel of land originally acquired by BWI Airport to control the airspace for one of their runways. It is now leased by Anne Arundel County from the Maryland State Aviation Administration through the year 1992. The lease can be terminated on a one year notice if the Maryland Aviation Administration determines that the land is needed for airport or other purposes. The bulk of this property is currently forested, unused, and inaccessible. Its general location in relation to the study area is shown on Figure III-2. The County has developed a recreation area in the northeast quadrant of the park which currently includes a recreation pond, parking, picnic tables and developed baseball diamonds. The only vehicle access to the recreation area is from Dorsey Road in the northeast corner of the tract. Park signs with regulations are posted at this entrance. Neither Program Open Space nor Land and Water Conservation Funds were used to acquire or develop Friendship Park. Along the Sawmill Creek valley through Friendship Park is a bridle trail which connects this park with Queenstown Park to the southwest. This is a vital trail link for horsemen traveling between W.B. & A. Road and the Andover Equestrian Center north of the Airport.

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Bordering Sawmill Creek through Friendship Park is a wetlands area (see Figure 11-22) extending to a width of up to 500 feet. This is a Palustrine Forested broadleaf deciduous wetlands where the dominant canopy is 95% Red Maple with 5% other species. Water table can be plus or minus one foot from the surface in this area during different times of the year, and there are many hummocks. Associated secondary species in the canopy include Black Gum, Pin Oak & Cherry. Understory species include Magnolia, Winterberry, Skunk cabbage, Chain Fern, Cinnamon Fern, wood reed, Highbrush Blueberry, rhododendron, Uniola Laxa, Red Chokeberry and Lyonia.

Approximately a thirty acre portion of this park property (a strip approximately 600 feet by 2,200 feet, see Figure IV-13) extending generally in a north-south direction through the parcel is non 4(f) property as per the lease description. This area is dedicated to runway lights for the Baltimore-Washington International Airport. An additional parcel of land (approximately 9 acres) is fenced off by the airport.

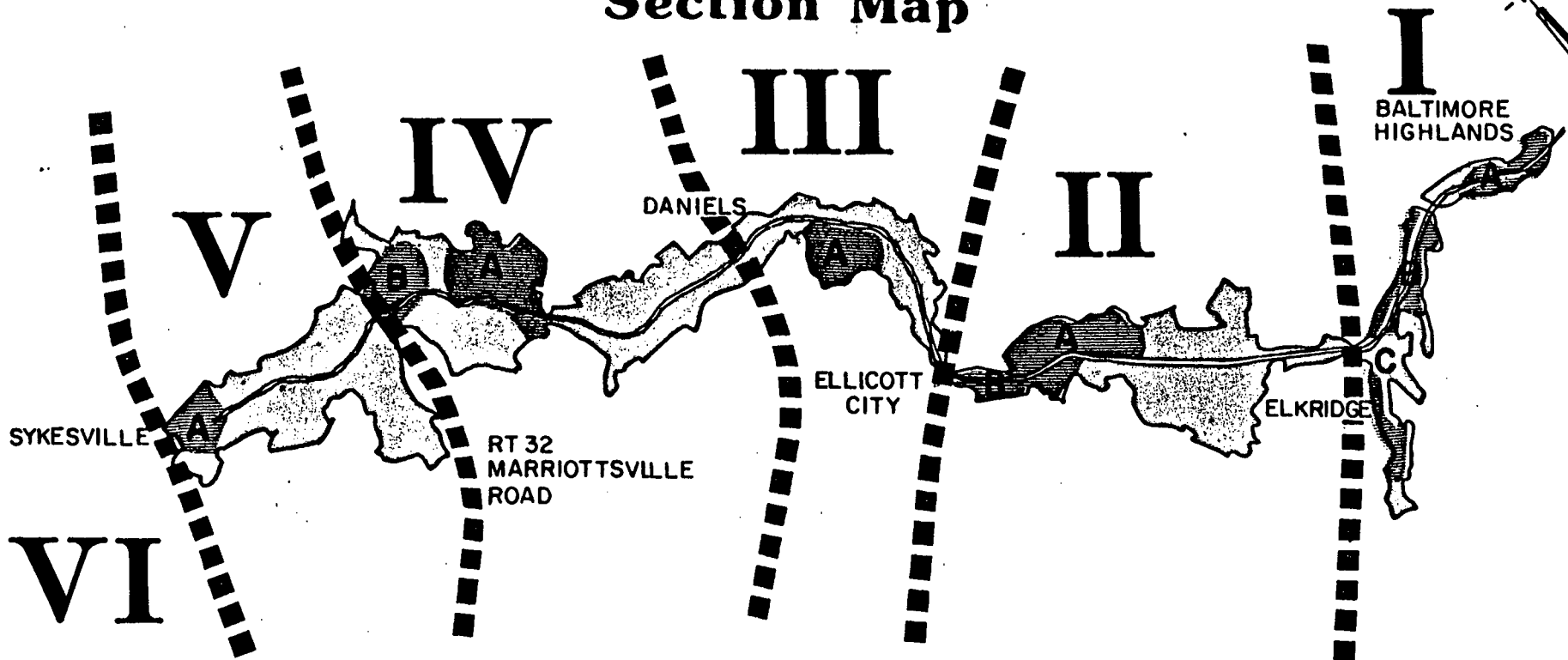
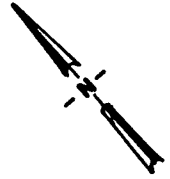
b. Patapsco Valley State Park

Patapsco Valley State Park is owned by the Maryland Department of Natural Resources. It consists of 11,347 acres (proposed to a total 15,200 acres), is 27 miles long and has an average width of one-half mile according to the "Patapsco Valley Master Plan", December, 1981. The Park is located in Carroll, Howard, Baltimore and Anne Arundel Counties with a north-south orientation along the Patapsco River. Existing and proposed recreational activities include canoeing, boating, fishing, swimming, multi-use trails for hikers, bicyclists and horseback riders, picnicking and camping.

The Park is divided into five (5) sections (see Figure IV-12). Section I - Baltimore Highlands to Elkridge, extends along a 5.5 mile stretch of the Patapsco River and is located north of existing Maryland Route 176. This section includes three recreation areas: the Seven Ponds Area, the Halethorpe Farm Ponds area and the area located adjacent to the Baltimore-Washington Parkway. Access to Section I is provided via Ridge Road, River Road and Elkridge Landing Road. Most of the land in Section I lies in the floodplains of Deep Run and the Patapsco River. Family and group picnicking and an organized sports area are proposed for Section I-C, the Baltimore Washington Parkway area of Section I.


PATAPSCO VALLEY STATE PARK MASTER PLAN

Section Map



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- I BALTIMORE HIGHLANDS to ELKRIDGE**
 - I-A Seven Ponds Area
 - I-B Halethorpe Farm Ponds Area
 - I-C Baltimore-Washington Parkway Plcnic Area
- II ELKRIDGE to ELLICOTT CITY**
 - II-A Ilchester Recreation Area
 - II-B Ilchester Camping Area
- III ELLICOTT CITY to DANIELS**
 - III-A Hollofeld Area
- IV DANIELS to MARRIOTTSVILLE ROAD**
 - IV-A Woodstock Area
 - IV-B McKeldin Nature Interpretive Center
- V MARRIOTTSVILLE ROAD to SYKESVILLE**
 - V-A Raincliffe Area
- VI SYKESVILLE to PARR'S SPRING**

MARYLAND ROUTE 100		
1-95 TO MARYLAND ROUTE 3 (1-97)		
PATAPSCO VALLEY STATE PARK LOCATION PLAN		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: NONE	DATE: MAY, 1986	FIGURE: IV-12

c. Smith Farm

The Smith Farm is considered to be eligible for the National Register of Historic Places. It is located on a 46.3 acre parcel whose general location in relation to the study Area is shown on Figure III-2. Access to the site is from a drive entrance off of Route 652 (Telegraph Road) approximately 700 feet south of Queenstown Road. The Smith Farm is visually dominated by the large, two story, four bay frame house which sits on a hill overlooking the surrounding cropland. This large rambling frame structure, probably built in the third quarter of the nineteenth century by the Smith Family, is complemented by numerous farm buildings of later vintage and a family cemetery located next to the house. The farm is significant as a palpable link to the agrarian and rural character of this section of Anne Arundel County in the nineteenth and early twentieth century, and for the architectural character of the house and its traditional setting.

4. Impacts of the Alternates, Avoidance Options and Their Impacts, and Mitigation

a. Friendship Park

1) Impacts of Alternates

Alternate 2-Option A, Alternate 4 and Alternate 3/Crossover/4 would have identical impacts on the Friendship Park property. Approximately 4.0 acres of land would be used by the project in the southern extremity of the tract (see Figure IV-13). This amounts to approximately 3.0 percent of the total park property which is considered to be 4(f) property. The land being taken is currently wooded and unused, and is located approximately 2,500 feet distant from the County developed recreation area. No significant impacts on the recreation area itself would result from the land use change. These alternates would also impact upon approximately 1.8

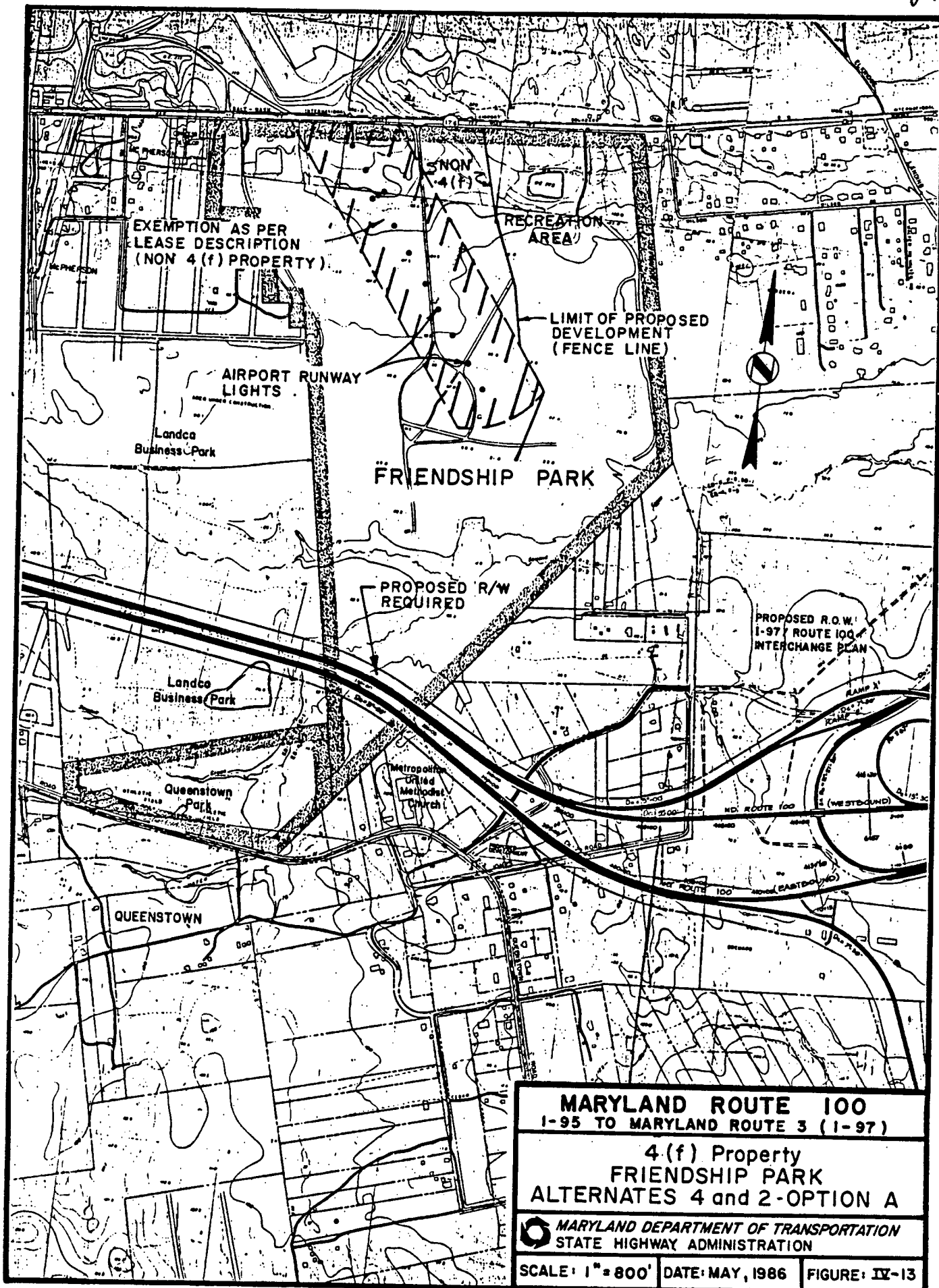
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acres of wetlands within the Friendship Park property.

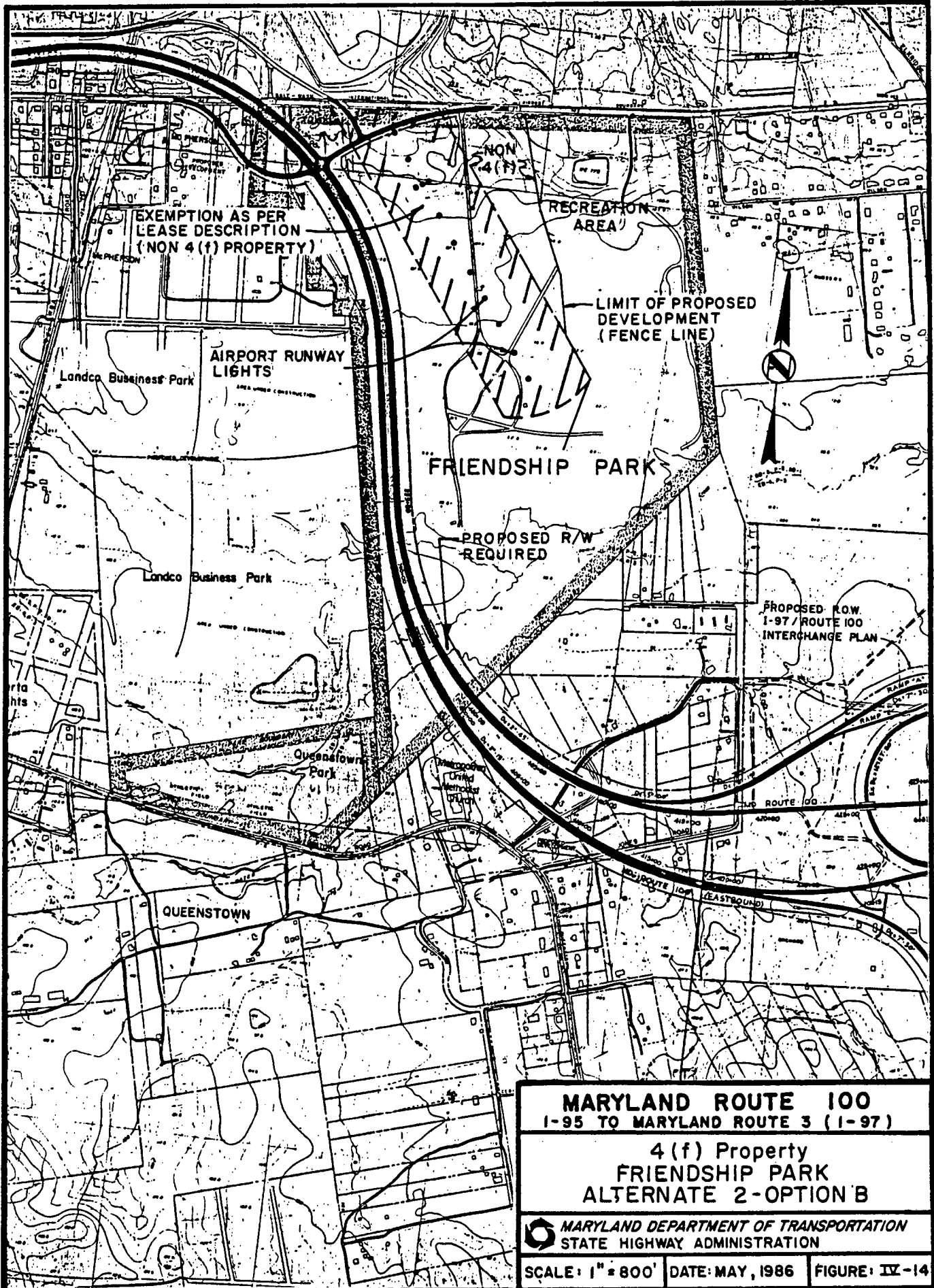
Alternate 2-Option B (see Figure IV-14) would involve a significantly greater land acquisition, as approximately 32.0 acres would be required for right-of-way. This alignment enters the tract from the north and follows along its western boundary to exit along the southeast boundary line. The land required for this alternate is also currently unused, and at its nearest approach is approximately 1,000 feet distant from the developed recreational area. The impacts upon the Sawmill Creek wetlands would total approximately 2.5 acres.


Alternate 3-Option B and Alternate 4/3B would also impact upon Friendship Park. Although Alternates 4, 3/Crossover/4, 2A and 2B would isolate the lower portions of the park property from the remainder, this impact would be greater with Alternate 3B or Alternate 4/3B. The proposed alignment would cut through the lower central portion of the property in an east-west direction and require approximately 14.2 acres of right-of-way. This would essentially bisect the property and isolate two major areas of the park. This required right-of-way is, however, also currently unused and is located approximately 800 feet distant from the recreation area. The proposed alignment is shown on Figure IV-15. Neither Alternate 3-Option B nor Alternate 4/3B would impact upon wetlands within the Friendship Park property.

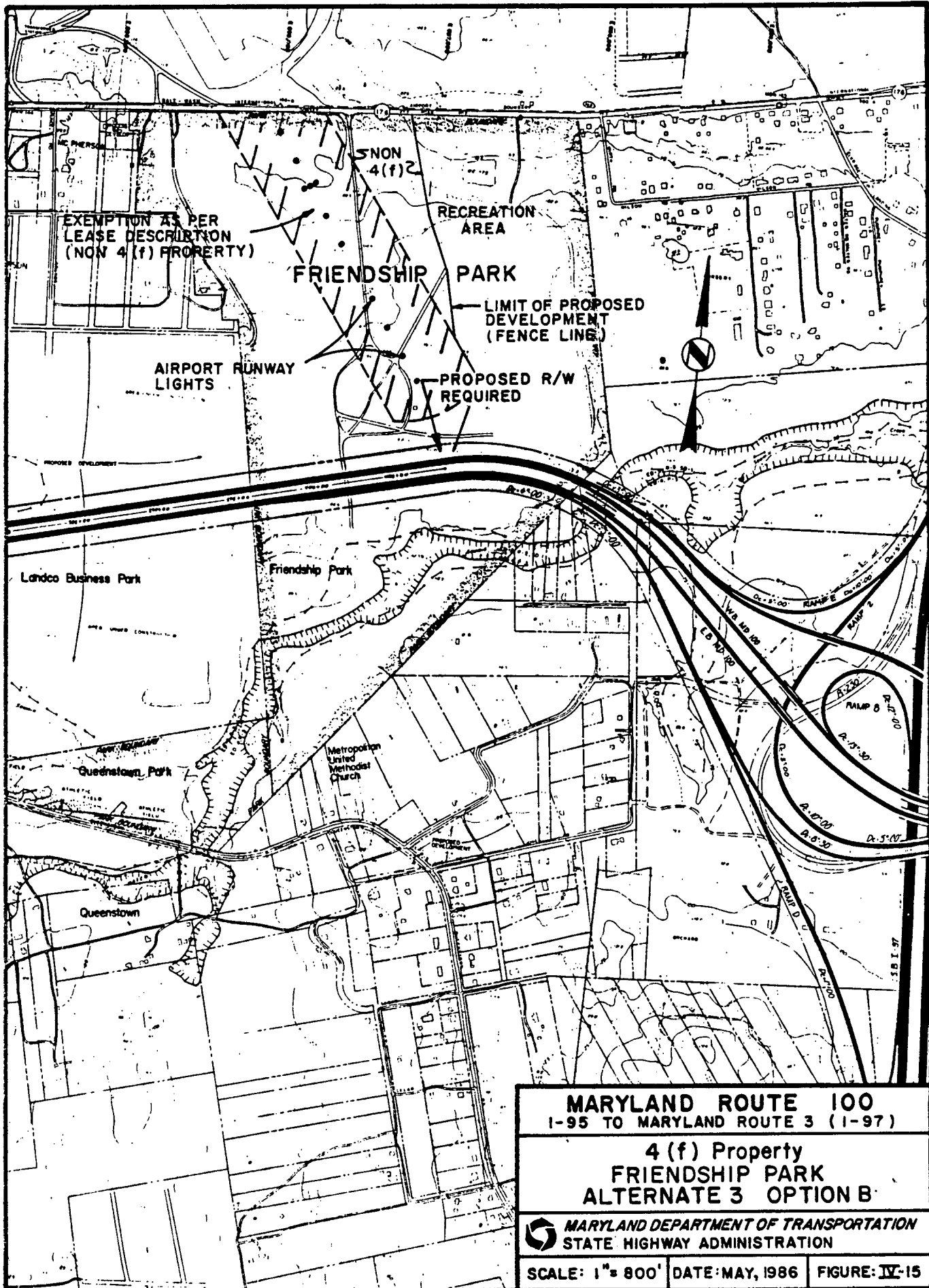
Each of the above discussed alternates through Friendship Park would, without further mitigation measures, isolate portions of the Sawmill Creek stream valley along with potential access points to Queenstown Park, from Friendship Park users. They would also cut off the continuous




MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
4(f) Property		
FRIENDSHIP PARK		
ALTERNATES 4 and 2-OPTION A		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 800'	DATE: MAY, 1986	FIGURE: IV-13



MARYLAND ROUTE 100		
1-95 TO MARYLAND ROUTE 3 (1-97)		
4 (f) Property FRIENDSHIP PARK ALTERNATE 2-OPTION B		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 800'	DATE: MAY, 1986	FIGURE: IV-14



MARYLAND ROUTE 100	
I-95 TO MARYLAND ROUTE 3 (I-97)	
4 (f) Property	
FRIENDSHIP PARK	
ALTERNATE 3 OPTION B	
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
SCALE: 1" = 800'	DATE: MAY, 1986
FIGURE: IV-15	

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bridal trail along the Sawmill Creek valley which connects Friendship Park with Queenstown Park for horsemen and provides a vital trail link between W.B. & A. Road and the Andover Equestrian Center north of BWI Airport.

The No-Build Alternate would avoid the acquisition of park property but would not serve the transportation needs of the study area. Increased congestion and accident rates would occur along existing Maryland Route 176. The No-Build Alternate is not consistent with the Anne Arundel or Howard County General Development Plans.

II) Avoidance Options and Their Impacts

Two avoidance options have been developed for minimizing impacts upon Friendship Park. Development of these avoidance options has been constrained by engineering and design considerations, the existing location of the MD Route 100 - MD Rte. 3 Interchange, and the presence of BWI Airport north of Dorsey Road. These three factors combined eliminate the possibility of developing an avoidance option with an alignment in a north-south direction east of the park. The first avoidance option is Build Alternate 3-Option A as developed and detailed in Chapter II of this report. This alignment lies significantly south of Alternates 2, 3B, 3/Crossover/4, 4 or 4/3B and avoids the entire Friendship Park property.

Alternate 3-Option A avoids the entire Friendship Park property, as well as adjacent Queenstown Park, by providing an alignment south of both of these areas. However, it would result in severe impacts on the community of Queenstown. This is a unique and distinct community because of its heritage and its maintenance of a strong sense of identity despite the land use changes occurring around it.

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It is a close knit and highly interactive minority community which has evolved and grown from four original families who first settled in the area in approximately 1900. The original families were the Queens, the Galthers, the Burleys and the Gambriils. The original families were truck farmers, and the area retained this farming character, as the children grew to adulthood and built homes on family land, up until World War II when other economic opportunities developed. A number of additional families moved to the area after the original four, and marriages between these various families have resulted in the existing community where nearly all residents can trace some family relationship to the others. The original family homes still exist and are being occupied.

This Queenstown Community, as perceived by its residents, includes all homes along Queenstown Road, and on the various side streets off of Queenstown Road, from Telegraph Road to Donaldson Avenue (a length of approximately 1.9 miles). Although current mapping shows two separate communities of Burleytown and Queenstown in the area, the residents view no such distinction, and consider the area to be a single community. The center for community interaction is the Metropolitan United Methodist Church, originally established in 1917 at Queenstown Road and Donaldson Avenue, and moved to its present location in 1976.

Housing growth in the Queenstown community, which currently consists of approximately 120 homes, has generally occurred as a result of family transactions, as children have tended to stay and settle in the community. Thus, ages of homes range from old to new. Economically, the families of Queenstown generally are in the lower to lower middle income range, and it

has been estimated by community members that as many as a quarter of the residents are retirees.

Alternate 3-Option A would essentially bisect this community, particularly in the eastern portions along Queenstown Road, and result in the displacement and relocation of a large number of long established residents. Figures 11-18 and 11-19 show the locations of the twelve residences and one business which would require relocation. Within the Queenstown community itself there is essentially no available housing for these relocations to take place.

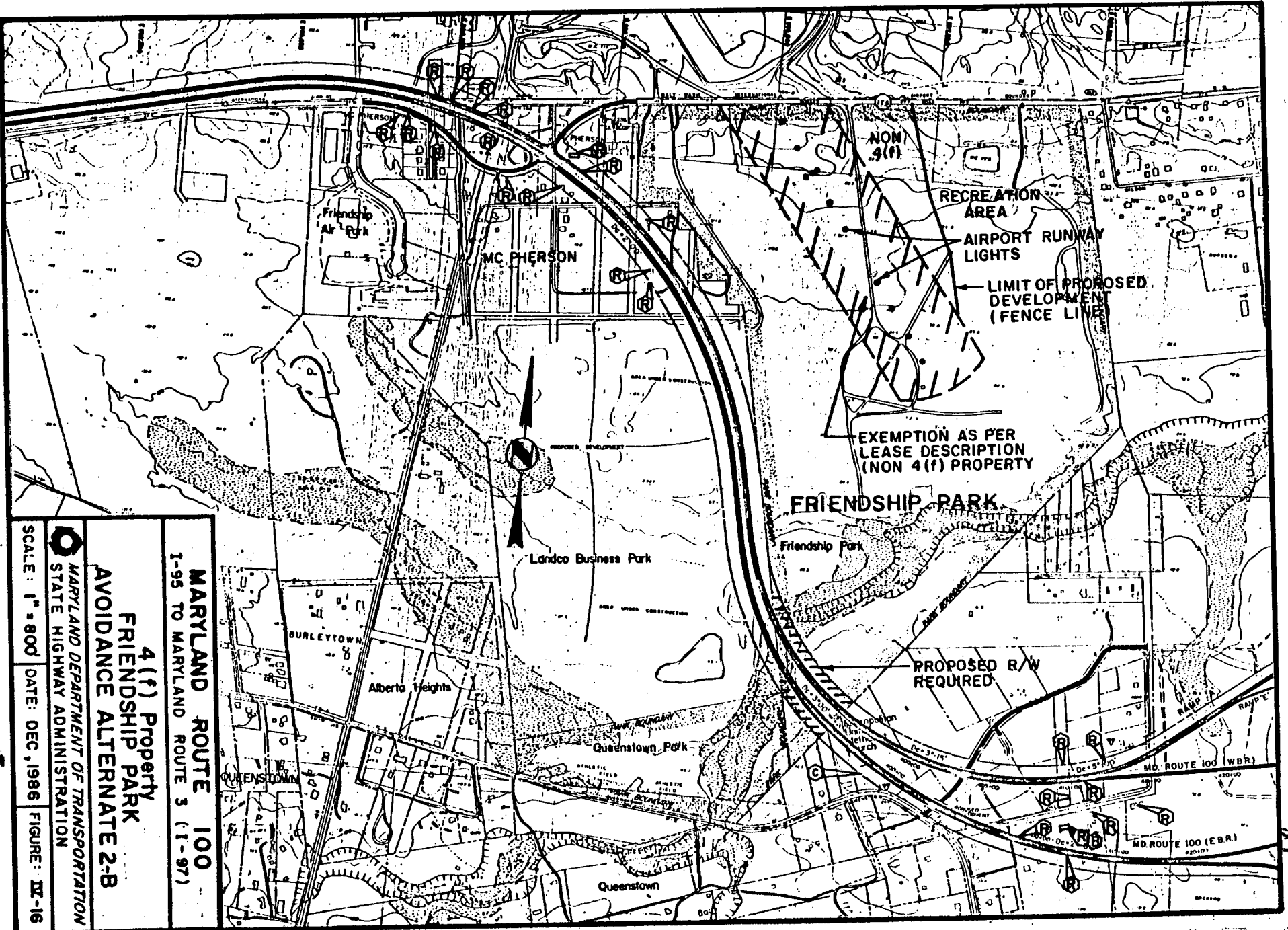
Besides this upheaval in existing community integrity, the new highway would have severe impacts on the cohesiveness of the remaining community. Although Queenstown Road would remain open to allow access between the northern and southern parts of Queenstown, Maryland Route 100 would serve as a visual and psychological barrier to discourage both residential interaction and the maintenance of a community identity.


Section IV-E shows that at two noise sensitive receptors in the Queenstown community, Alternate 3A would result in the sites being exposed to traffic noise levels that will increase by 10 dBA or more above current ambient noise levels.

Alternate 3 - Option A is therefore felt not to be a feasible and prudent alternate to the taking of property from Friendship Park.

The second avoidance option, compatible only with Alternate 2 - Option B, shifts the Alternate 2-B alignment farther to the west outside the park to generally parallel the western boundary of the property. This partial avoidance option is shown on Figure IV-16. The option still

IV-105



 <p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p>	<p>4 (f) Property FRIENDSHIP PARK AVOIDANCE ALTERNATE 2-B</p>
	<p>MARYLAND ROUTE 100 1-95 TO MARYLAND ROUTE 3 (1-97)</p>
<p>SCALE: 1" = 800'</p>	<p>DATE: DEC, 1986</p>
<p>FIGURE: IV-16</p>	

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requires a small portion of land (5.2 acres) from the southern tip of Friendship Park. However, shifting the alignment farther south to completely avoid Friendship Park property would result in more severe impacts. This would include a significant acquisition from, and essentially the complete destruction of Queenstown Park, another 4(f) property. The partial avoidance option would also result in the taking of the Metropolitan United Methodist Church and nine homes in the Queenstown Community (a unique and distinct minority community). By having the alignment shifted to the west of Friendship Park, this partial avoidance option would require the acquisition of property from the site of the proposed Landco Business Park and would also impact severely on the McPherson community. At the proposed Landco Business Park, currently cleared for development, approximately 12 acres of the total 100 acre tract would need to be acquired. Through the McPherson residential area, 15 residential relocations would be required.

While Alternate 4, Alternate 2-Option A, or Alternate 3/Crossover/4 would take less acreage from Friendship Park than the Selected Alternate, these alternates would severely impact the Queenstown community. Nine residences and one business would require relocation. In addition, approximately 15 homes along Jones Road would be isolated from the remainder of the community. Although access would be provided between these 15 homes and the remainder of Queenstown, the construction of MD 100 on fill would visually and psychologically sever the Jones Road residents from Queenstown. Replacement housing is not available within the community.

Alternate 4, Alternate 3/Crossover/4, and Alternate 4/3B would adversely impact the proposed expansion of the Baltimore Washington International (BWI) Airport, which is the major source of the region's economic

vitality and the impetus to the surrounding industrial development. These alternates traverse BWI Airport in an area now proposed for runway construction. Although it is physically feasible to construct MD 100 in a tunnel under the future runway, the cost of the tunnel would add \$45-65 million to the cost of these three Alternates, making the least expensive of these three Alternates approximately \$23-43 million more costly than the Selected Alternate. Furthermore, the Federal Aviation Administration has indicated that the construction of a runway over the highway would be undesirable from a safety aspect. The State Aviation Administration has commented that Alternate 4 is aligned with the flight approach to the existing 10-28 runway, creating a major safety problem for both aircraft and highway vehicles.

In addition to its impacts to Queenstown, Alternate 2-Option A proposed an urban arterial type facility which is inconsistent with the transportation objectives and community development goals of the area. Long distance, high-speed trips between two freeways, with a high percentage of trucks, is the type of traffic more desirably placed on freeway/expressway type facilities rather than at-grade arterials with no access control. Widening the existing MD 176 corridor would disrupt neighborhoods, create greater conflicts between through traffic and local traffic, result in higher accident rates, impede the continuous flow of traffic through the study area, be less conducive to large volumes of truck traffic, and would not accommodate the proposed industrial development.

III) Mitigation

Mitigation measures which would be employed for any alternate which impacts upon Friendship Park would include landscaping the fill slopes to minimize potential visual and aesthetic impacts on the park recrea-

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tion area. In addition, efforts will be made during final design to develop a feasible solution to provide access across Maryland Route 100 for horsemen and/or users of a park proposed by Anne Arundel County to run along Sawmill Creek. The park property acquisition is not programmed to take place prior to ROW acquisition for the Route 100/I-97 Interchange, currently under design. Coordination of this matter will be continued with the Anne Arundel County Department of Recreation and Parks.

Mitigation to any wetlands which would be impacted in Friendship Park will be coordinated with the Department of Natural Resources, the Environmental Protection Agency, and the U.S. Fish & Wildlife Service. Stringent sediment control measures will be applied and monitored to avoid significant sedimentation from highway construction.

b. Patapsco Valley State Park

1) Impacts of Alternates

Alternates 4 and 4/3B would traverse the southernmost portion of the Park, Area I-C. They both would require the acquisition of approximately 16.1 acres for right-of-way (Figure II-38). This area serves as a watershed protection buffer for Deep Run. The nearest planned recreation area is located approximately 2,200 feet from the edge of right-of-way and is separated from the proposed road by a low ridge. The area affected is forested and the primary impact would be the loss of terrestrial habitat. No federal or state listed threatened, endangered plant or animal species inhabit this area. However, three state rare plants Arundinaria gigantea (Giant Cane), Carex barrattii (Barratt Sedge) and Helonias bullata (Swam Pink) have been reported in the floodplains of Stony Run and Deep Run in the vicinity. Two of these, C. barrattii and H. bullata, are federal candidate species presently

under consideration by the U.S. Fish and Wildlife Service for listing as threatened or endangered species. There are no recreational uses planned for the area.

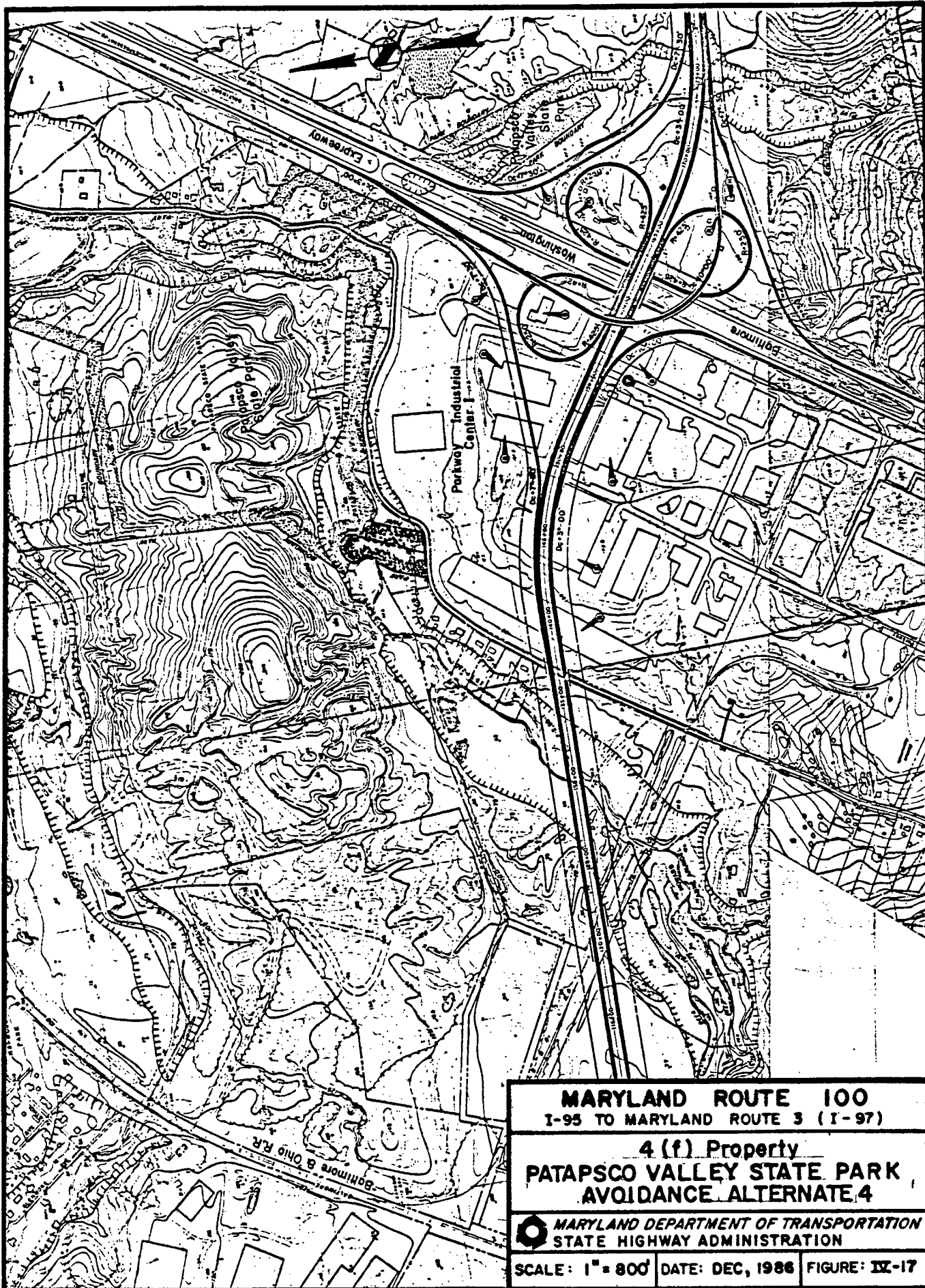
A noise analysis (Section IV.E.) indicates that ambient noise levels in the Park would be approximately 42 dBA without aircraft (NSA 4). The projected noise levels would be approximately 67 dBA without aircraft. A barrier 12 feet high and 2000 feet long would provide between 7 and 10 dBA benefit in the park at a total cost of \$648,000.


11) Avoidance Options and Their Impacts

Patapsco Valley State Park is a linear stream valley park which extends northward through Anne Arundel County. Shifting Alternate 4 further north would affect a proposed recreation area in Section I-C and would also bisect the area. This is not consistent with the previously cited Master Plan. Shifting the alignment to the south approximately 1,500 feet would avoid Park property acquisition. However, sufficient distance would not be provided between the Maryland Route 100/Maryland Route 295 Interchange and the existing Maryland Route 176/Maryland Route 295 Interchange. Furthermore, the Parkway Industrial Center would be divided and eight industrial buildings would be acquired and displaced and the 5 residences on the east side of MD. Route 295 would be relocated. This avoidance alternate is shown on Figure IV-17.

The No-Build Alternate would avoid the acquisition of Park property but would not serve the transportation needs of the study area. Increased congestion and accident rates would occur along existing Maryland Route 176. Also, the No-Build Alternate is not consistent with either the Anne Arundel or Howard County General Development Plan.

The Crossover Option follows the alignment of Alternate 3 west of Maryland Route 295 and Alternate 4 east of New Ridge Road. A more detailed description of this Option is provided in Section II.B. This alternate avoids the acquisition of property from Patapsco Valley State Park. It also reduces congestion, separates through and local traffic, improves travel time for Maryland Route 100 travelers and avoids impacts to the Parkway Industrial Center. However, interchange construction just east of Maryland 295 requires Maryland Route 176 to dead end at Wright Road (see Figure II-43).



MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
4 (f) Property PATAPSCO VALLEY STATE PARK AVOIDANCE ALTERNATE 4		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 800'	DATE: DEC, 1986	FIGURE: IV-17

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RESERVED FOR

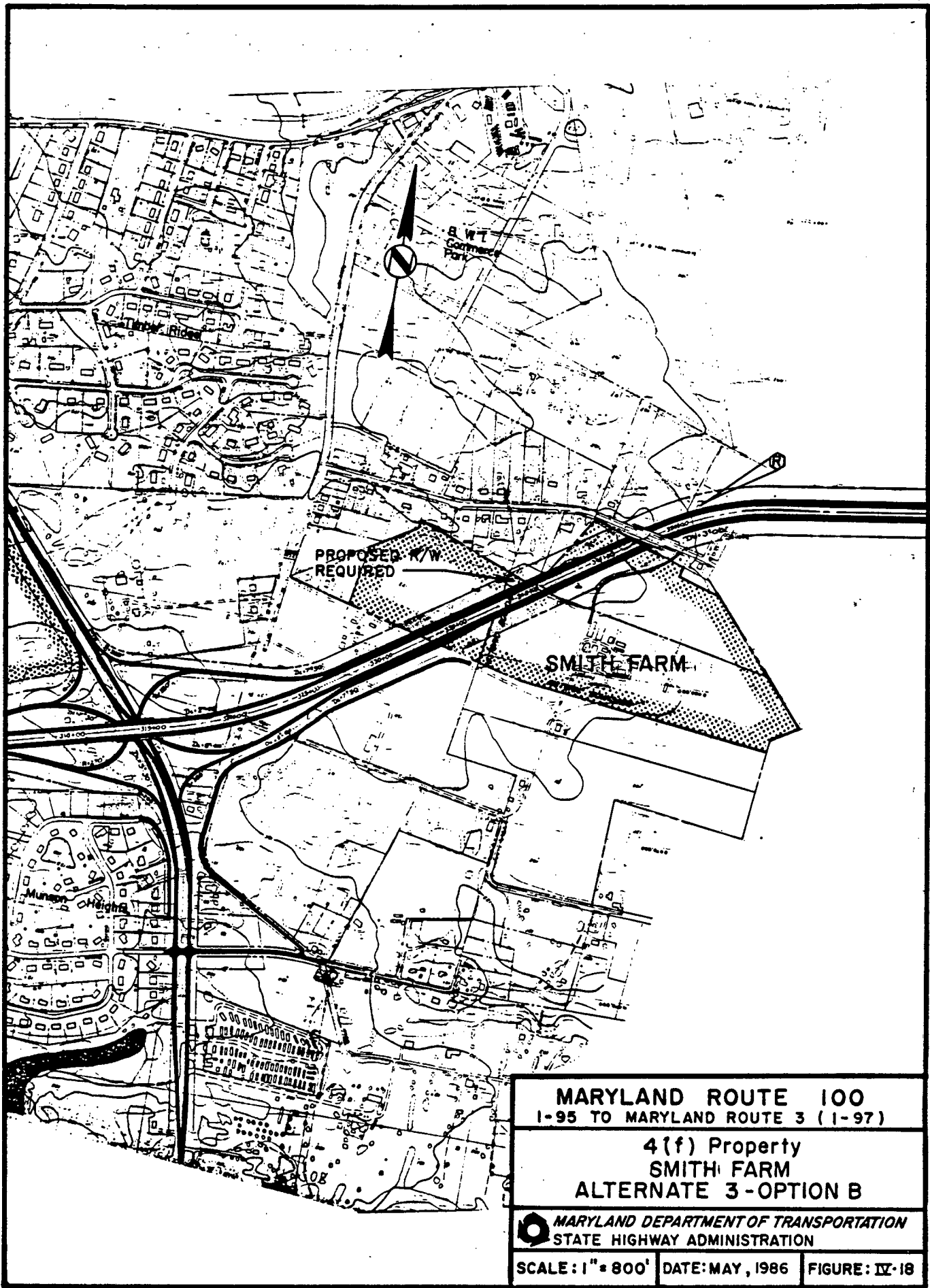
FIG IV-17


IV-111

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RESERVED FOR FIGURE IV-18

IV-112



MARYLAND ROUTE 100 I-95 TO MARYLAND ROUTE 3 (I-97)		
4(f) Property SMITH FARM ALTERNATE 3-OPTION B		
 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 800'	DATE: MAY, 1986	FIGURE: IV-18

Thus local traffic would have to utilize the Interchange at the New Ridge Road Extension. The result would be circuitous travel and increased travel time for residents and the Fire Department. In addition, the Crossover Option would have the same direct impacts to the planned expansion of the BWI Airport and indirect impacts to the future economic development of the area as would Alternate 4.

Alternates 2A and 2B avoid impacts to Patapsco Valley State Park. However, Alternate 2A requires the acquisition of 4.0 acres from Friendship Park while Alternate 2B requires approximately 32 acres. Neither option for Alternate 2 satisfies the transportation objectives for this project.

Patapsco Valley State Park would not be affected by Alternate 3-Option A or B which are described in detail in Section II.B. Alternate 3 is consistent with Development Plans for both Anne Arundel and Howard Counties. As discussed in Section IV.1.4.a, Alternate 3-Option A is not considered a prudent and feasible alternate due to its impacts on the minority community of Queenstown.

III) Mitigation

If Maryland Route 100-Alternate 4 had been selected, mitigation of impacts to Patapsco Valley State Park would have been coordinated with the Maryland Department of Natural Resources and the National Park Service. Mitigation could have included landscaping the fill slopes and replacement of the land required for the proposed alternate. The Selected Alternate does not impact Patapsco Valley state Park.

Coordination with this agency regarding possible impacts to Patapsco Valley State Park has been on-going throughout the project plan-

ning process. See the letter of February 27, 1986, Maryland Department of Natural Resources, in the correspondence section of this document.

c. Smith Farm

1) Impacts of Alternates

The Alternate 3-Option B alignment would cross directly through the west-central portion of this historical property. The right-of-way required amounts to approximately 9.5 acres, or twenty percent of the entire historical property. None of the actual historical structures would be affected, however, as this land acquisition is over 500 feet from the historical farmhouse itself, and over 150 feet distant from any other structure on the property. Figure IV-18 shows the proposed Alternate 3 - Option B alignment as it affects this property.

The historical boundary of Smith Farm encompasses three separate land parcels, each of which is currently owned by a different person. Two of these parcels are on the east side of the Selected Alternate and one parcel is almost entirely on the west side.

For the two parcels on the east side, one of which includes the historical buildings and cemetery, access will be slightly altered as a result of the existing entrance drive (Smith Road) being terminated by the Selected Alternate. However, an access road to these parcels would be provided. This access road would begin at Queenstown Road just east of the location where Alternate 3B (Modified) goes under existing Queenstown Road and would terminate at the historic buildings. (See Figure II-33). Thus, access from Maryland Route 176 and points north would be nearly unchanged. From Maryland Route 170 south of Maryland Route 652, the travel distance would be increased by approximately 600 feet.

The parcel of the historic Smith Farm to the west of alternate 3B (Modified) is currently owned by a different owner than the two parcels to the east of the alignment. Although this farm is bisected by the alignment, nearly all of the parcel that is included in the historic Smith Farm boundaries falls on the west side of the alignment with access from existing Smith Road. Thus, access from the north will be unaffected. However, access from Maryland Route 170 south of Maryland Route 652 will be circuitous as a result of Maryland Route 652 being terminated just north of the Selected Alternate. The additional travel distance from Maryland Route 170 south of Maryland Route 652 would be approximately 1.9 miles.

A meeting was held on July 23, 1987 at the Smith Farm. In attendance were representatives of the Advisory Council on Historic Preservation, the State Highway Administration and the Federal Highway Administration as well as the three property owners whose property is included in the historic Smith Farm boundaries. This meeting was to show the revised access roads leading to Smith Farm to the land owners and Advisory Council representatives (See Figure IV-18). Also, the purpose of the meeting was to explain how SHA was proposing to mitigate the effects of the highway through the use of grading and landscaping as requested in the Advisory Council's letter dated July 1, 1987 (See Section VII, Comments and Coordination). Further coordination will continue in the design phase with the affected property owners to implement reasonable access proposals.

Section IV-E shows that the design noise levels at the Smith Farm (year 2010) would be 57 dBA for Alternate 3-Option B. The existing ambient noise level at the site, excluding aircraft noise, is 49 dBA.

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11) Avoidance Options and Their Impacts

It is not possible to shift the alignment of Alternate 3 Option B further south without having a more significant adverse impact on the Smith Farm than does the current alignment. Additional right-of-way would be required, and the structures themselves would likely be impacted.

Shifting the alignment to the north to avoid Smith Farm is possible, and an avoidance alternate has been developed to achieve this. The avoidance alternate is shown on Figure IV-19. The historical boundary is not impacted by this alternative; however, as many as eleven additional residences which would not otherwise be affected would be displaced by this avoidance alternate. Nine of these additional relocations are minority residences. These residences are part of the minority community of Queenstown.

Access to the Smith Farm would be slightly less affected by this avoidance alternate than for Alternate 3-Option B, but access by Telegraph Road from the north would still be eliminated.

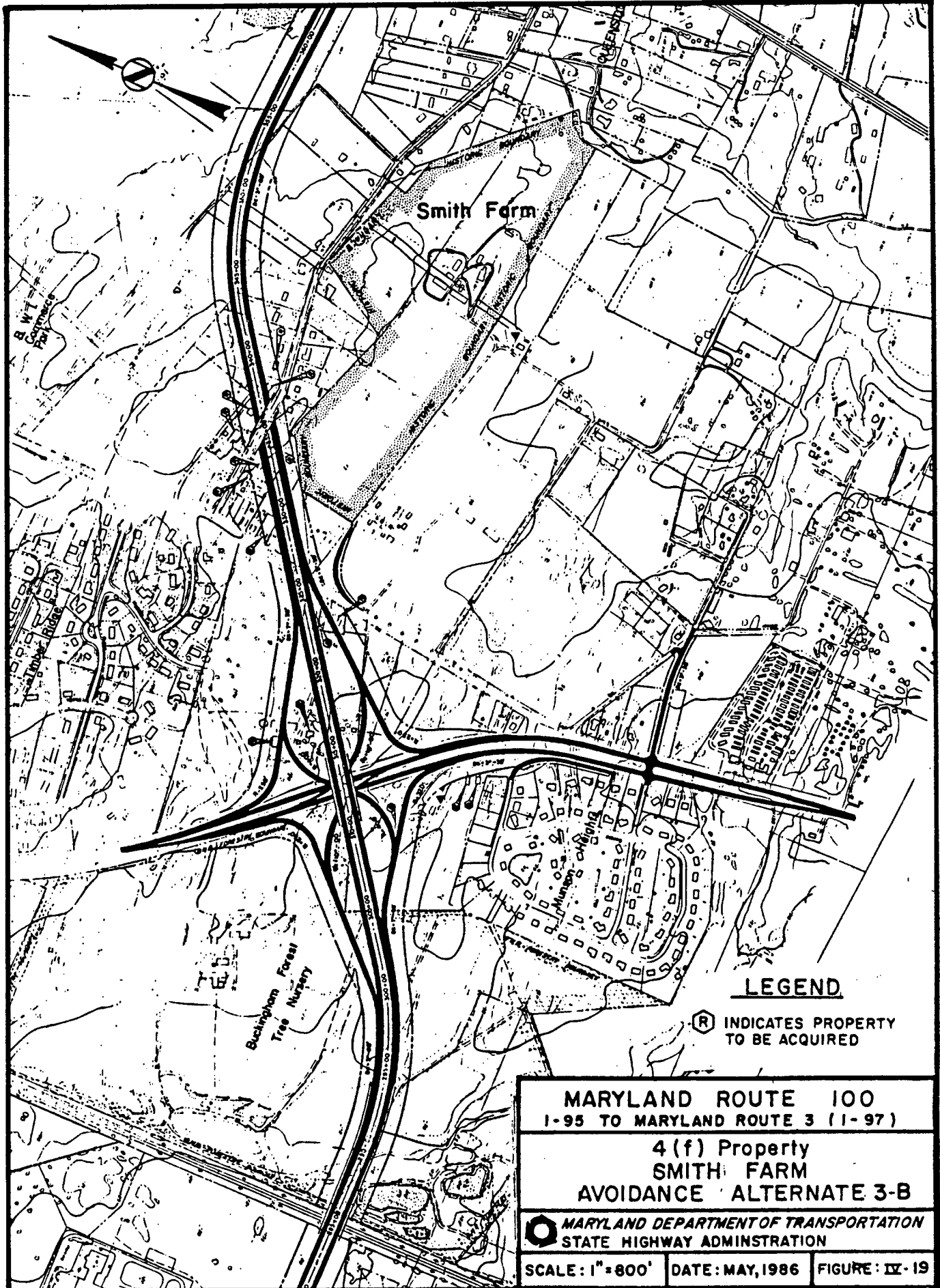
Selection of Alternate 2, 4, 3/Crossover/4 or 4/3B would result in no impacts on the Smith Farm Historical Property, but they would result in 4(f) impacts on Friendship Park and/or Patapsco Valley State Park. Alternate 2 would not satisfy the transportation objective of this project. Alternate 3-Option A would not impact on Smith Farm but would result in the displacement of 12 minority owner-occupied residences and one minority business from Queenstown, a long established, unique and distinct minority community. Alternates 4, 3/Crossover/4 and 4/3B additionally are not desirable alternatives because of their direct impact to the planned expansion of the BWI Airport and indirect impact to the economic development of the area.

III) Mitigation

Alternate 3-Option B is selected. Mitigation of Impacts on the Smith Farm property will be coordinated with the Maryland Historical Trust, and will include landscaping of the fill slopes and screening of the historical structures from the proposed roadway. The Maryland Historical Trust has determined that there would be no adverse effect on the Smith Farm conditional on landscaping plans which are reviewed by the Maryland Historical Trust. The Advisory Council has determined that Selected Alternate 3B would have an adverse effect on the Smith Farm.


5. Conclusion

Based on the above information, there is no feasible and prudent alternative to the acquisition of property from Friendship Park and the Smith Farm. All possible planning has been provided to minimize harm to these sites. Coordination regarding possible impacts to Friendship Park has been on-going with Anne Arundel County Officials, the State Department of Natural Resources, and planning agencies throughout the project planning process; and further coordination with these agencies will be undertaken. Coordination regarding impacts to Smith Farm has been ongoing with the Maryland Historical Trust and will likewise continue.



LEGEND

(R) INDICATES PROPERTY TO BE ACQUIRED

MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
4(f) Property		
SMITH FARM		
AVOIDANCE ALTERNATE 3-B		
 MARYLAND DEPARTMENT OF TRANSPORTATION		
STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 800'	DATE: MAY, 1986	FIGURE: IV-19

V
DISTRIBUTION
LIST

V. DISTRIBUTION LIST

Contract No. AA 682-101-570
Maryland Route 100
From I-95 to I-97

FINAL ENVIRONMENTAL IMPACT STATEMENT/
SECTION 4 (F) STATEMENT

FEDERAL AGENCIES

Department of Agriculture
State Conservationist
Soil Conservation Service
4321 Hartwick Avenue, Room 522
College Park, Maryland 20740

Mr. Bruce Blanchard, Director
Office of Environmental Project Review
U.S. Department of the Interior
18th and C. Streets, N.W.
Washington, D.C. 20242

U.S. Environmental Protection Agency
Region III
Ms. Barbara D'Angelo, Acting Chief
NEPA Compliance Section
841 Chestnut Street
Philadelphia, Pennsylvania 19107
Attention: Mr. Jeffrey Alper

Mr. Larry Levine
Environmental Officer
Department of Housing and Urban Development
Curtis Building
Sixth and Walnut Street
Philadelphia, Pennsylvania 19106

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FEDERAL AGENCIES - cont'd.

Commander
Corps of Engineers
Baltimore District
Box 1715
Baltimore, Maryland 21201
Attention: NABOP-F

Division of NEPA Affairs
Department of Energy
Room 4G 064
1000 Independence Avenue, S.W.
Washington, D. C. 20230

Mr. Paul Giordano, Regional Director
Federal Emergency Management Agency
Liberty Square Building
105 South 7th Street
Philadelphia, Pennsylvania 19106
Attention: Mr. Walter Pierson

ELECTED OFFICIALS AND LOCAL GOVERNMENT AGENCIES

Mr. John J. Shanley
Director, Public Works
One Harry S. Truman Parkway
Annapolis, Maryland 21401

Mrs. Florence B. Kurdle
Planning and Zoning Officer
Arundel Center
Annapolis, Maryland 21401

Mr. Joseph J. McCann, Director
Recreation and Parks
Arundel Center
Annapolis, Maryland 21401

Mr. George F. Niemeyer
Director, Public Works
3430 Courthouse Drive
Ellicott City, Maryland 21043

Mr. Thomas G. Harris, Jr., Director
Office of Planning and Zoning
3430 Courthouse Drive
Ellicott City, Maryland 21043

Mr. Guy Hager,
Director Intergovernmental
Assistance Clearinghouse
Department of State Planning
301 W. Preston street
Baltimore, Maryland 21201

STATE AGENCIES

Ms. Kathleen Fay
State Depository Distribution Center
Enoch Pratt Library
400 Cathedral Street
Baltimore, Maryland 21201

STATE AGENCIES - cont'd.

Mr. Randy Harrill
Water Resources Administration
Department of Natural Resources
Tawes State Office Building
Annapolis, Maryland 21401

MARYLAND DEPARTMENT OF TRANSPORTATION

Director, Public Affairs
Maryland Department of Transportation

Mr. Clyde E. Pyers, Director
Division of Systems Planning and Development
Maryland Department of Transportation

Mr. Larry Saben
Washington Regional Office
8720 Georgia Avenue, Suite 904
Silver Spring, Maryland 20910

Mr. John Haifley
Office of Legal Council
Office of the Maryland Secretary of Transportation
Maryland Department of Transportation

Maryland State Law Library
Upper Level Court of Appeal Building
361 Rowe Boulevard
Annapolis, Maryland 21401

STATE HIGHWAY ADMINISTRATION

*Deputy Chief Engineer - Development
Assistant Chief Engineer - Design
District Engineer
Bureau of Highway Design
Bureau of Bridge Design
Bureau of Landscape Architecture
Office of Planning and Preliminary Engineering
Bureau of Project Planning
Bureau of Planning and Program Development
Office of Real Estate
Bureau of Relocation Assistance
Bureau of Acquisition Activities
Federal-Aid Section - Office of Real Estate

STATE HIGHWAY ADMINISTRATION - cont'd.

District Chief - Office of Real Estate
State Highway Administration Library
Equal Opportunity Section
Bureau of Highway Statistics

OTHERS

Colorado State Univesity
Document Librarian
Fort Collins, Colorado 20006

Mr. Arthur Kungle
The Liberty Tree Project
P.O. Box 3446
Annapolis, Maryland 21403

* Cover letter only

VI
COMMENTS AND
COORDINATION

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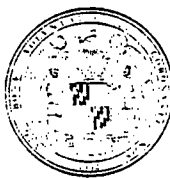
VI. COMMENTS AND COORDINATION

A. COORDINATION

Coordination efforts with Anne Arundel and Howard Counties, Elected Officials, the public and appropriate review agencies have been discussed throughout this document and representative correspondence is included in this section.

Quarterly State Highway Administration Interagency Review Meetings that discussed this project were held on July 19, 1984, February 21, 1985 and January 21, 1987. In attendance at the July 19, 1984 meeting were representatives from the National Park Service, U.S. Fish and Wildlife Service and the Environmental Protection Agency. In attendance at the February 21, 1985 meeting were representatives from the Maryland Department of Natural Resources: Water Resources Administration - Wetlands Division, Environmental Protection Agency, U.S. Fish and Wildlife Service and the U.S. Army Corps of Engineers. In attendance at the January 21, 1987 meeting were representatives from the Maryland Department of Natural Resources: Water Resources Administration, MD DNR: Fisheries Division, MD DNR: Tidewater Administration, MD DNR: Wetlands Division, MD DNR: Coastal Resources Division, Maryland Department of State Planning, Maryland Department of Health and Mental Hygiene: Office of Environmental Programs, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Federal Highway Administration, Environmental Protection Agency and National Marine Fisheries Service.

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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

July 2, 1984

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203

Subject: Maryland Route 100 from MD Route 3 (I-97) to I-95
Contract No. AA 682-101-570

Dear Mr. Ege:

The Heritage Program Data Base includes no records for any rare species in the immediate vicinity of this project, as delineated in your transmittal of June 26, 1984. However, several state rare plants (Arundinaria gigantea, Carex barrattii, Helonias bullata) have been reported from the floodplain of Stoney Run between 1.5 and two miles downstream of the Alternate B Urban Arterial Alignment. Two of these, C. barrattii and H. bullata, are category 2 species presently under consideration by the U.S. Fish and Wildlife Service for listing as threatened or endangered species.

Your map shows that the Alternate A Freeway passes through the Buckingham State Tree Nursery. Comments on that alignment should be requested from the Maryland Forest, Park, and Wildlife Service.

Sincerely,

Arnold Norden
Maryland Natural Heritage Program

AN:lw
cc Andy Moser, U.S. Fish and Wildlife Service

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1325B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

July 9, 1984

Mr. Dennis J. Lew
Environmental Management Group
Maryland Department of Transportation
P.O. Box 717
707 North Calvert St.
Baltimore, MD 21203

Dear Mr. Lew:

This responds to your June 26, 1984 request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the impact area of Route 100 Project, Anne Arundel and Howard Counties, MD.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species under our jurisdiction are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation pursuant to the Endangered Species Act of 1973 is required with the Fish and Wildlife Service. Should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered.

The following "candidate" species (those placed under review in the Federal Register to determine suitability for listing) occur in the general project vicinity and may be present in the impact area, if appropriate habitat is present.

<u>Species</u>	<u>Family</u>	<u>Habitat</u>
<u>Helonias bullata</u>	Liliaceae	swamps, bogs, wet areas
<u>Carex barrattii</u>	Cyperaceae	swamps, bogs, wet areas


"Candidate" species are not legally protected under the Endangered Species Act and biological assessment requirements pursuant to that legislation do not apply to them. They are included here for the purpose of notifying you of possible future proposals and listings in advance, for consideration in your NEPA review process, and to encourage efforts to avoid adverse impacts to them. Additional information on these candidate species may be obtained by contacting the Maryland National Heritage Program, Tawes State Office Building, 580 Taylor Avenue, Annapolis, MD 21401, telephone 301/269-3656.

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Should you require additional endangered species information on this project, please contact Andy Moser or Judy Jacobs of my Endangered Species Staff, 301/269-6324.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Sincerely yours,


Glenn Kinser
Supervisor
Annapolis Field Office

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DEPARTMENT OF NATURAL RESOURCES
Maryland Forest, Park & Wildlife Service

TORREY C. BROWN, M.D.
SECRETARY

TAWES OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

DONALD E. MacLAUGHLIN
DIRECTOR

July 10, 1984

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

There are no known populations of listed threatened or endangered species within the area of project influence for proposed MD Rte. 100 from MD Rte. 3 (I-97) to Interstate Rte. 95, as described in your letter to me of June 26, 1984.

Sincerely,

Gary J. Taylor
Nongame & Endangered
Species Program Manager

GJT:ba
cc: Carlo Brunori

VI-5

Telephone (301) 827-8612

TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609

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Maryland Historical Trust

February 21, 1985

Ms. Cynthia D. Simpson
Acting Chief, Environmental Management
State Highway Administration
P.O. Box 717, 707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Maryland Route 100
Maryland Rt. 3 to I-95
Contract No. AA 682-101-570
RF 162-1

Dear Ms. Simpson:

Thank you for your letter of December 28, 1984 regarding the above-referenced project.

We concur with your opinion that the Smith Farm and the Shipley House may be eligible for the National Register; however, we disagree with your opinion concerning Piney Run. We believe Piney Run to be inventory-level and not eligible for the National Register. Because there is disagreement, your office should submit documentation regarding the property to the National Register for a determination of eligibility.

We concur with SHA that the following sites as described in your letter are inventory-level and not eligible for the National Register:

- a. Frame dwelling
- b. Frame dwelling
- d. Frame dwelling and outbuildings
- e. Hawkins house (AA 231)
- f. Farm on Harmans Road
- g. Alpha Assembly of God Church
- h. Dwelling (within park property)
- k. Frame dwellings, 7114 Wright Street
- l. Frame dwelling, Dorsey Rd., east of B-W Pkwy.
- m. Frame dwelling, Dorsey Rd., east of B-W Pkwy.
- n. Frame dwelling, 1576 Dorsey Road
- o. Frame dwelling on Abraham Road
- p. Frame dwelling on Abraham Road
- q. Frame dwelling on Dorsey Rd., west of B-W Pkwy.

If you have any questions, please call Kim Kimlin at 269-2438.

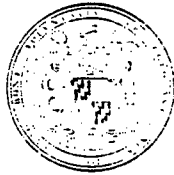
Sincerely,

J. Rodney Little, Director
State Historic Preservation Officer

JRL/KEK/bjs
cc: Mr. Christhilf; Ms. Collins
Ms. Rita Surinoss
Shaw House, 21 State Circle, Annapolis, Maryland 21401
Department of Economic and Community Development

(301)269-2212, 269-2438

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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

October 15, 1985

Ms. Cynthia D. Simpson
Acting Chief
Environmental Management
Department of Transportation
Room 314
707 N. Calvert Street
Baltimore, Maryland 21202

Re: Maryland Route 100 from
I-95 to I-97
Contract No. AA 682-101-570
P.D.M.S. No. 022007

Dear Ms. Simpson:

Given the information attached to your letter of August 26, 1985, concerning the above referenced project, it appears that Program Open Space funds were used to purchase properties impacted by both Alternate #4 and Alternate #3. These areas are protected by the Program Open Space law and should be avoided.

If further discussion of this matter is appropriate, please advise.

Sincerely,

William A. Krebs
Director, Program Open Space

WAK:CP/slt

VI-7



ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

DEPARTMENT OF RECREATION AND PARKS

October 30, 1985

Cynthia D. Simpson, Acting Chief
Environmental Management
Maryland Department of Transportation
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203

Re: Contract # AA-682-101-570
Maryland Rte. 100 from I-95
to I-97
P.D.M.S. No. 022007

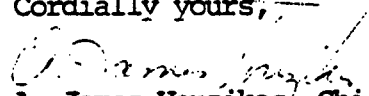
Dear Ms. Simpson:

Neither Program Open Space nor Land and Water Conservation Funds were used to acquire or develop Friendship, Harmons or Queenstown Park.

A copy of the existing lease agreement between the County and the State Aviation Administration is enclosed.

If you require any additional information, please contact me.

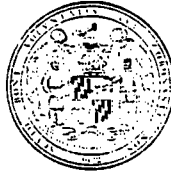
Cordially yours,


A. James Vouzikas, Chief,
Planning, Construction and
Environmental Programs

AJV/mlj

cc: Joseph J. McCann, Director
William Rinehart, Parks Administrator

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TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

16 December 1985

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert St.
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

A Phase I archeological reconnaissance was conducted on three projected alignments and ancillary roads for the proposed Maryland Route 100 project from U.S. 1 to Maryland Route 3. The work consisted of background research and field reconnaissance.

The background research involved examining historic maps, site reports and site files. The historic maps were used as a guide to locations of early structures. The site reports indicated areas of the project that had been surveyed previously. The site files provided information available on known sites in the project area.

The field work included ground reconnaissance, surface collections, and test pits. The ground reconnaissance involved visually examining the project area. Surface collections of exposed areas and test pits excavations were used to locate sites.

Over 20 miles of project area were examined (figures 1a, 1b, and 1c). Three small segments of the alignment were not examined at this time: two landowners denied access to the land and one landowner was not reached. Each of these three areas has a high potential for archeological sites. If these segments are impacted by proposed construction, a Phase I archeological reconnaissance should be conducted on the effected areas.

A total of 19 sites were examined: 11 prehistoric, 6 historic, and 2 prehistoric and historic multicomponent sites. Sixteen of the sites are not potentially eligible for the National Register and, do not require additional testing, however, they should be considered sensitive areas and avoided if

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possible. Two sites located outside the current project alignments will require additional testing to determine their eligibility for inclusion to the National Register if they will be impacted by any construction related activities (figures 2 and 3).

One site within the project area may require additional testing if Alternate 2 or 3 is chosen. This site is a lithic workshop located on a terrace to the south of Deep Run (figure 4). The site is approximately 150 feet by 75 feet with natural geographical boundaries on its northern and eastern limits. Quartz cobbles are abundant over the entire site area examined. A total of 104 flakes, 8 tools, and 3 possible preforms were found while surface collecting an area approximately 7 feet by 40 feet exposed by a dirt road. Ten flakes and a projectile point were found in 2 test pits. This site may provide information on settlement patterns and specialized site usage. It is recommended that this site be avoided if possible. If avoidance is not possible, a Phase II investigation will be necessary to determine if the site is eligible for inclusion on the National Register.

Sincerely,

Lori Frye
Lori Frye
Archeologist

LF:lw

cc: Rita Suffness
Dennis Curry

332



TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY
THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

19 March 1986

MAR 20 8 54 AM '86
BUREAU OF
PROJECT PLANNING

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

On March 7 and 17, 1986, a Phase I archeological reconnaissance was conducted on Alternate 3, option B for the proposed Route 100 project in Anne Arundel County. Two archeological sites were located: a prehistoric lithic scatter and a farm complex dating to the early 1900s. The lithic scatter (18AN588), of doubtful National Register eligibility, is outside of the right-of-way and will not be affected by the proposed work. The historic site (18AN587) does not appear to be potentially eligible for the National Register and will not require additional testing because of its relatively recent age and replication at other sites. No archeological site was located within the proposed right-of-way that extended within the historic boundary around the Smith Farm complex.

Sincerely,
Lori Frye
Lori Frye
Archeologist

LAF:lw

cc: Cynthia Simpson
Rita Suffness

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TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. GLEAVES
DEPUTY DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

2300 ST. PAUL STREET
BALTIMORE, MARYLAND 21218

Division of Archeology
(301) 554-5530

11 February 1987

PROJECT DEVELOPMENT

Mr. Louis H. Ege, Jr.
Deputy Director
Division of Project Development
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Maryland Route 100
Modified Alternate 3b Alignment

Dear Mr. Ege:

I recently completed a Phase I archeological reconnaissance of a proposed Maryland Route 100 modified 3b alignment and access roads in Anne Arundel County. The area reconnoitered included: an access road in the Route 100 Industrial Park (Hunters Mill Road) proposed to connect the park with Route 100; a modified 3b alignment which runs between Wright Road and Maryland Route 713; and an access road proposed to connect Watts Avenue with Route 713.

The modified 3b alignment consists of a redesigned Alternate 3 corridor, partially surveyed by Lori Frye (see File Report 193) in 1985. A portion of this alternate was not accessible during her work and was subsequently recommended for Phase I survey if the alternate was chosen. As well as the areas that would be impacted in the new design, the unsurveyed portion of her study was included in the current project.

The entire project area was surveyed by foot since the proposed alignments traversed areas which were considered to have moderate potential for prehistoric and historic sites. The following is a summary of the work accomplished:

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Hunters Mill Road (access road)

The entire area proposed for this access road had been cleared for development and was disturbed. Consequently, no testing was done at this location.

Alternate 3b Modified (between Wright Road and Maryland Route 713)

The entire alignment was treated as a test locus and traversed on foot. Two small benches and several level hilltops were shovel tested. A total of 9 shovel test pits were placed along this proposed alignment along with surface collection along dirt access roads, yards, and in remnants of previously cultivated fields. No cultural material was found in any of the test pits or in surface collection. However, this alignment crosses the Shipley family cemetery, the site of approximately 30 marked graves dating between the early to late 19th century.

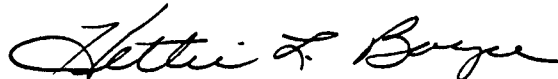
Watts Road (access road)

The entire area was traversed on foot; however, it consisted of low lying undulating terrain in comparison to its higher surroundings. Ground exposed areas were surface collected (40% visibility). No cultural material was found during visual examination. This alignment also impinges on a small cemetery at the intersection of Watts Road and Route 713, consisting of 4 to 6 marked graves (dates not observed).

As the result of the survey no prehistoric or historic archeological sites were found; however, two cemeteries are within the proposed rights-of-way of the alternates. One cemetery appears to be associated with the Shipley Historic site which parallels the eastern side of Route 713; neither cemetery is of archeological significance.

An addendum report which can be added to the Frye report will be forthcoming; in the meantime if you have any questions about this matter or if I can be of further assistance, please do not hesitate to call me.

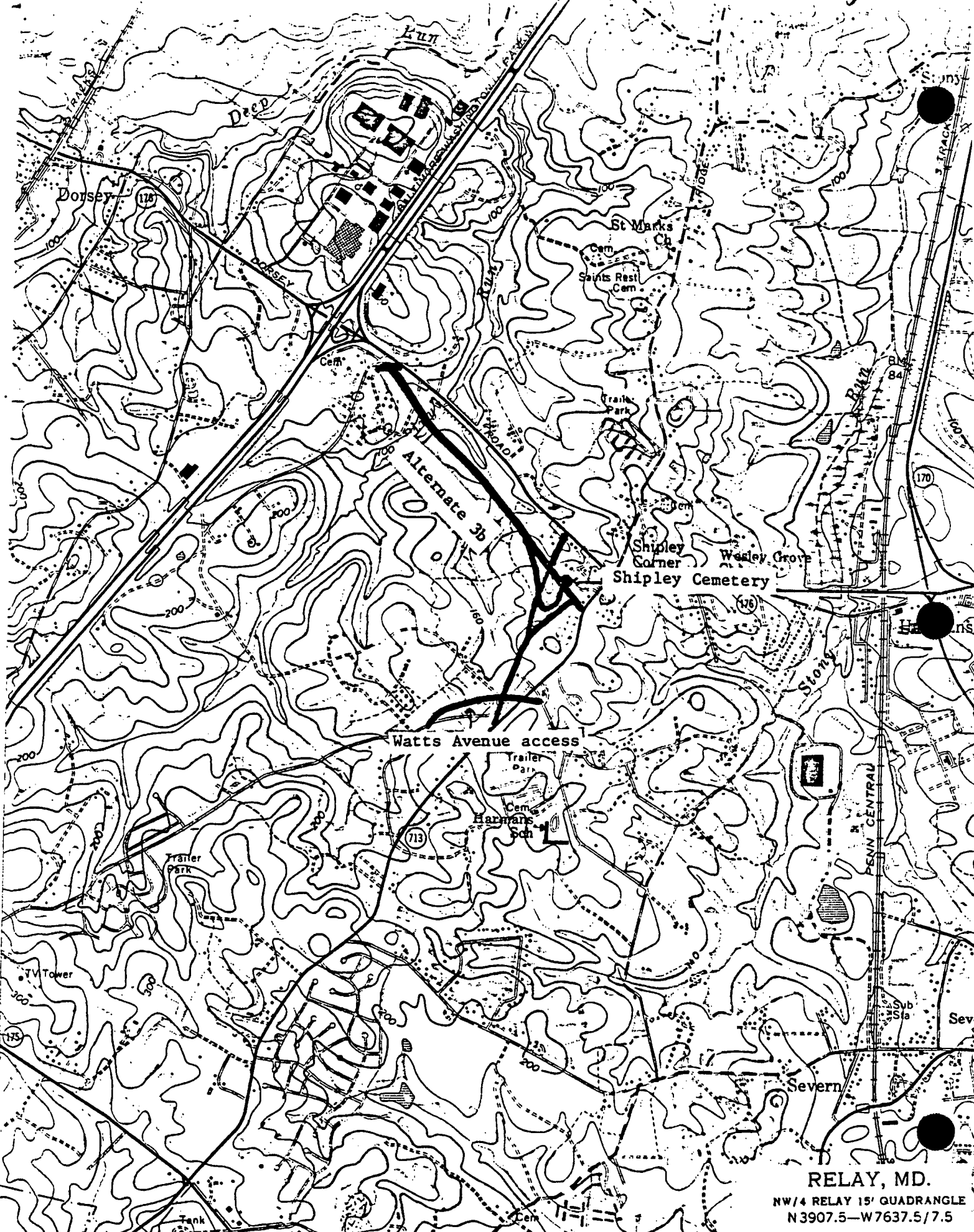
Sincerely,



Hettie L. Ballweber
Archeologist

HLB:lw

cc: Cynthia D. Simpson
Rita Suffness



RELAY, MD.

NW/4 RELAY 15' QUADRANGLE
N 3907.5—W 7637.5/7.5

1957
PHOTOREVISED 1966 AND 1974
AMS 5662 II NW—SERIES V833



Maryland Department of Transportation

STATE AVIATION ADMINISTRATION

BUREAU OF
PROJECT PLANNING

Dec 30 10 32 AM '85

336

William K. Hellmann
Secretary
Theodore E. Mathison
Administrator

85-0025

MEMORANDUM

TO: Hal Kassoiff
Administrator
State Highway Administration

FROM: Theodore E. Mathison
Administrator

DATE: DEC 26 1985

SUBJECT: Rt. 100 Alternates

RECEIVED

DEC 27 1985

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

The SAA has reviewed the alternates for Rt. 100 alignment in the vicinity of Baltimore/Washington International Airport (BWI) (Attachment No. 1). The following are the features of each option, as they relate to the future development of BWI, which are of concern to the SAA.

1. ALTERNATE 2 (Option A)

This option would severely restrict several potential sites for new air carrier runways.

a) The section of roadway between Telegraph Road and Friendship Park would intersect a site for a parallel 15/33 runway (Option G, Attachment No. 2). This runway would parallel Runway 15R-33L and would be 4,300' from it to meet Federal Aviation Administration separation criteria. Elimination of the runway could seriously limit BWI's growth.

b) The section from Telegraph Road to WB & A Road would conflict with a parallel 10-28 runway alignment at the current separation criteria of 4,300 feet. (Option A, Attachment No. 3).

2. ALTERNATE 2 (Option B)

a) Impacts of 1a, and b apply.

b) The section from Telegraph Road to Friendship Park would restrict the separation distance between a new parallel runway and the existing 10-28 runway to 3,000 feet. The FAA is reviewing the

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separation distance (4,300) for all landing conditions and may revise downward the criteria. However, no decision is expected for several years. Thus, the SAA is concerned that the option to meet the 4,300' criteria is not precluded.

3. ALTERNATE 3

a) No objections as aligned.

4. ALTERNATE 4 (Option A)

a) Impacts of 1a, and b apply.

b) In order to allow for a parallel 10-28 or 15-33, the section between Dorsey Road and Camp Meade Road would have to be underground.

c) The section from Camp Meade Road to the west aligns with the existing 10-28 runway. This means aircraft departing and arriving would be flying at very low altitudes directly over traffic. Planes approaching from the west with their high powered landing lights and large physical presence (e.g. B-747 with a 197' wing span) will impact vehicular traffic safety. Conversely, vehicle headlights will create glare in the cockpits of departing and arriving aircraft creating a major air safety problem.

d) The alignment would isolate a sizeable portion of Airport property from the airport proper, and could limit full utilization of the isolated property.

5. ALTERNATE 4 (Option B)

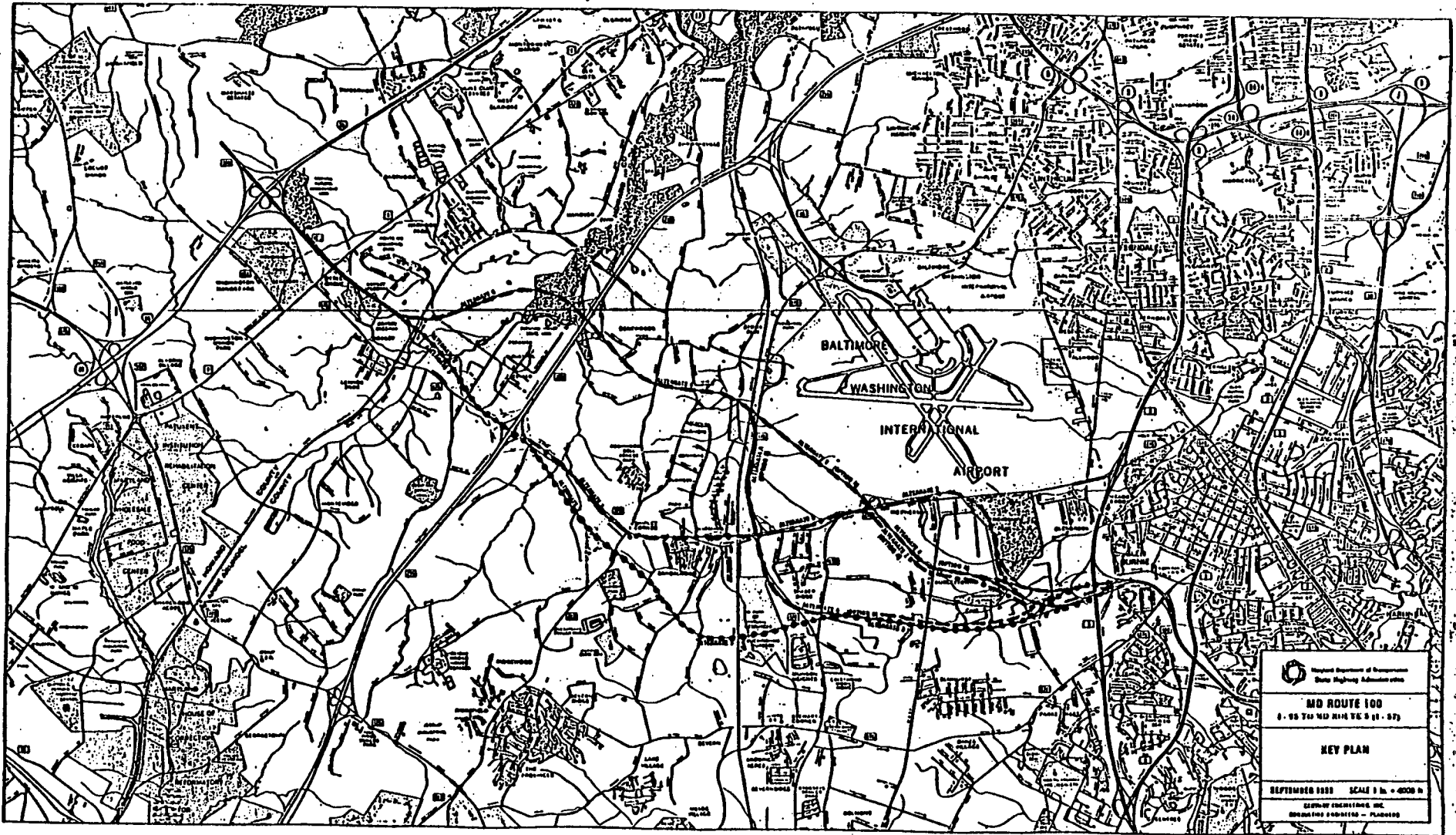
a) The same concerns as stated in 4c above also apply to this Alternate.

b) An interchange located at the intersection of Rt. 100 and Rt. 170 would encroach on a sizeable portion of airport property.

In summary, the SAA has serious concerns of the effect that either option of Alternate 2 or 4 will have on current and future runway configurations. The only Alternate for which we have no serious objections is Alternate 3.

TEM:lab
Attachments
cc: N. Pederson ✓

VI-17

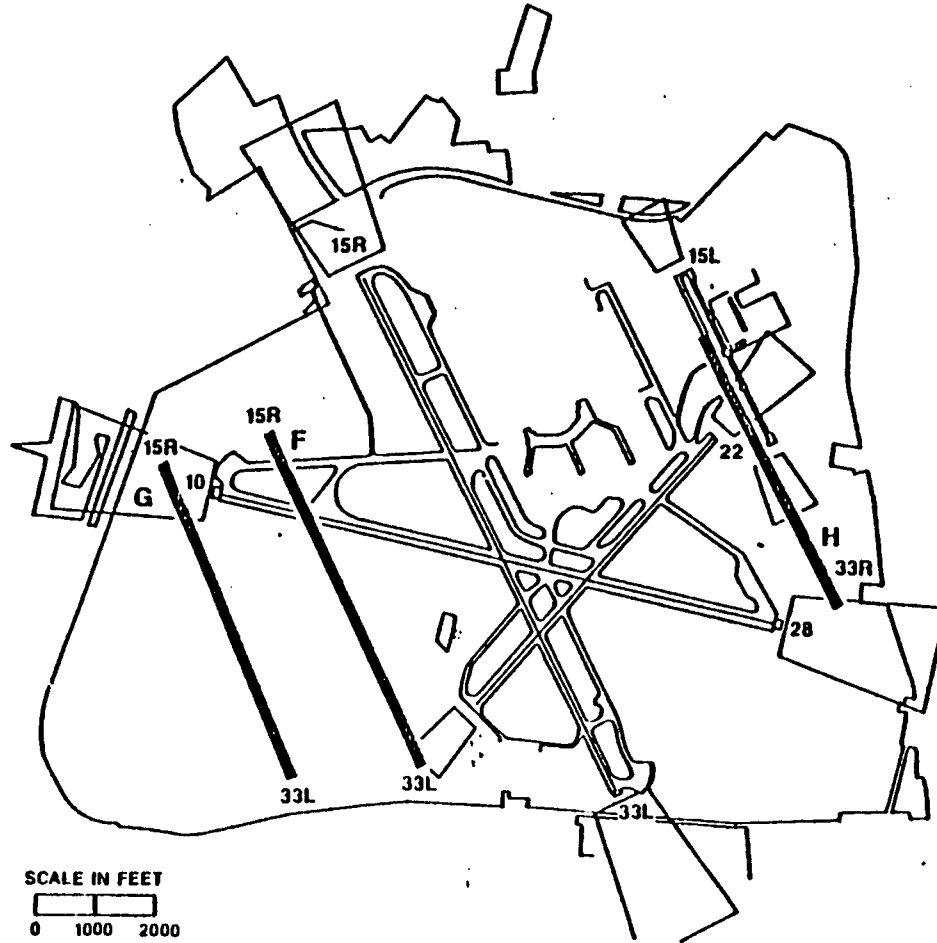


Attachment No. 1

336



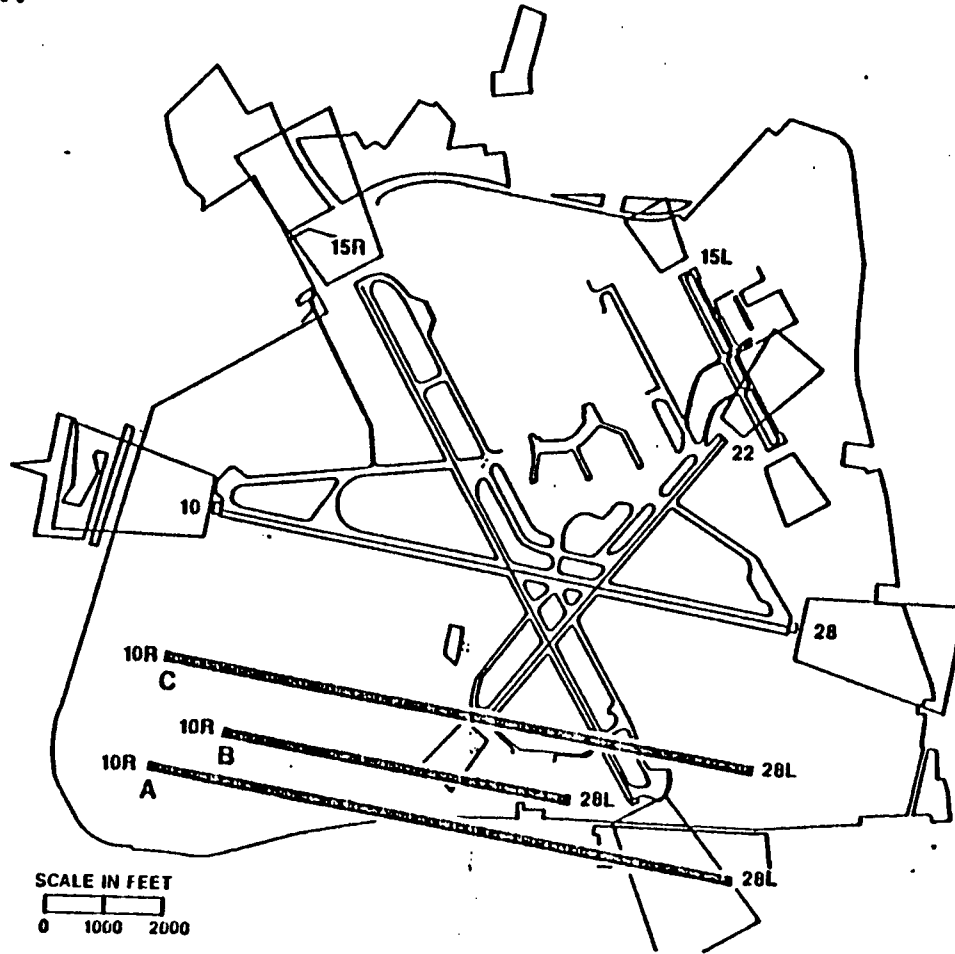
RUNWAY SCENARIOS





BMI
AIRPORT

RUNWAY SCENARIOS



SCALE IN FEET
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VI-19

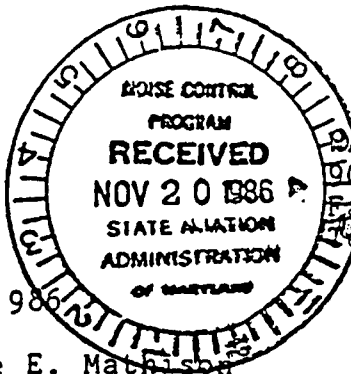
Attachment 3

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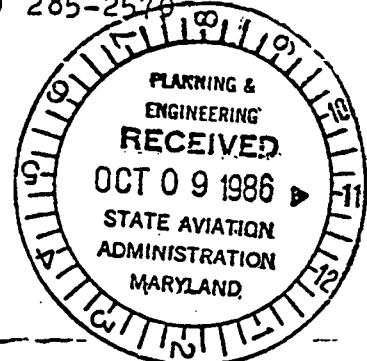
US Department of Transportation
Federal Aviation Administration



WASHINGTON AIRPORTS DISTRICT OFFICE
900 S. Washington Street, Room 200
Falls Church, Virginia 22046
Telephone (703) 285-2570

October 2, 1986

Mr. Theodore E. Mathison
Administrator
MD-DOT, State Aviation Administration
P. O. Box 8766, BWI Airport
Baltimore, Maryland 21240



Dear Mr. Mathison:

We have reviewed your letter dated September 24, 1986, requesting comments on the proposed location of Maryland Route 100 in the vicinity of BWI Airport. While we understand the need for roadway development to alleviate traffic congestion near the airport, we are also concerned that new plans not interfere with airport operations, safety and growth potential.

Our review shows that Alternate 3A is far enough away from airport property to have no foreseeable adverse impact on the airport. Alternate 3B has only a minimal adverse impact on the airport. Therefore, Alternates 3A or 3B are acceptable, with Alternate 3A being the preferred routing.

The proposed Alternate 4 with tunnels and open cuts presents serious problems that render it unacceptable. Our concerns are as follows:

-The tunnels and open cuts could be designed to satisfy the safety areas and clearances required by airport design advisories for a minimum level of safety. However, any open cuts in the infield area are hazards to aircraft that should be avoided, and are less safe than a full length tunnel or Alternate 3 routing. In addition to aircraft safety problems, the open cuts could present problems with CFR vehicle access in emergencies, airport security and interference from street and auto lights.

-The routing of the road through airport property would increase the cost of future runway and taxiway development. The additional cost of construction due to the road incursion would not be eligible for Federal funding.

-This routing would also limit the flexibility of planned development. Once the tunnels are in place, the runway and taxiway location and alignment would be fixed. This could result in a less than optimum location for the proposed new runway with respect to the FAA separation study underway.

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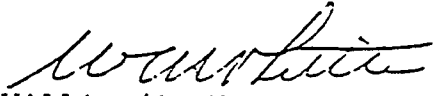
-Alternate 4 with open cuts requires FAA concurrence with the release of airport property. We discourage the release of airport land for non-aviation uses. As a minimum we would require a fair market value be assessed, and these funds placed in a discrete account for airport capital improvements.

The proposed Alternate 4 with a continuous tunnel would eliminate many of the problems that the open cuts present. However, unless the entire length of the tunnel is constructed to support runway and taxiway loads, the additional construction costs and limited flexibility for development still present considerable problems.

We fully understand the position you are in with the conflicts between preserving the local communities, meeting the traffic capacity demands, and continuing to improve the airport. In this regard, we recommend that Alternative 3A or 3B be pursued for the location of Maryland Route 100. The effect on the airport of these two alternatives is acceptable. Since Alternative 4 could have an adverse effect on safety, land and construction costs, and future development potential, we consider it unacceptable.

Please keep us apprised of the status of the proposed routing discussions, and do not hesitate to contact us if we can be of further assistance.

Sincerely,


William A. Whittle, Manager
Washington Airports District Office

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BUREAU OF
PROJECT PLANNING

JAN 22 9 38 AM '86

ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

DEPARTMENT OF RECREATION AND PARKS

January 16, 1986

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning
Maryland Department of Transportation
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract No. AA 682-101-570
Maryland Route 100 from I-95
to I-97, P.D.M.S. No. 022007

Dear Mr. Ege:

In response to your letter of January 2, 1986 regarding the above-mentioned project, and the effects Alternates 2A, 2B and 4A will have on Friendship and Queenstown Parks.

I am responding to your items 1, 2, and 3 as follows:

1. Friendship Park is critical in meeting the recreational needs of the Greater Glen Burnie area. A trip to this park anytime during the daytime hours, particularly on weekends, will show how much people use this park. There is one ballfield used primarily by picnickers and families on outings. The setting of the park, which is quite obvious upon visiting it, is primarily a quiet place for people to come and relax away from the urban environment of Glen Burnie. Its loss to the community would be significant.
2. The required property is significant to the recreational uses of this property, in as much as it would effect the environment of the park, because of increased traffic, noise and air pollution. It has been proposed that we connect Friendship Park with Queenstown Park which is contiguous. The construction of this road would prevent us from making this connection.
3. I am forwarding herewith a copy of the site plan for Friendship Park as well as a plan indicating a proposed development of the section which will be transversed by this road.

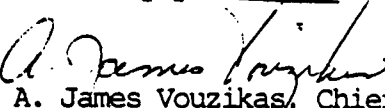
It is unfortunate that all of these Alternates have such an adverse effect on this much used public facility. We wish there were alternatives which would not have such a negative impact on these parks.

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January 16, 1986
Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning
Maryland department of Transportation

Page (2)

If you have any questions, or need additional information, please contact me by calling 987-9600.

Cordially yours,

A. James Vouzikas, Chief
Planning, Construction &
Environmental Programs
Recreation & Parks

AJV/vif

cc: Joseph J. McCann, Director, Recreation and Parks
William A. Rinehart, Parks Administrator
Jack Keene, Recreation and Parks

ENCLOSURE:



BUREAU OF
PROJECT PLANNING

FEB 5 9 20 AM '86

DEPARTMENT OF NATURAL RESOURCES
MARYLAND FOREST, PARK AND WILDLIFE SERVICE
BUCKINGHAM FOREST TREE NURSERY
HARMANS, MARYLAND 21077
TELEPHONE: (301) 768-7367

WILLIAM E. HARRISON
DIRECTOR

JOHN S. AYTON
SUPERVISOR

345

February 3, 1986
File: 5400

RE: Contract No. AA 682-101-5
P.D.M.S. No. 022007
Maryland Route 100
From Maryland Route 3 to
Interstate 95

Ms. Cynthia Simpson
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Dear Ms. Simpson:

This letter is in reference to your inquiry of January 29, 1986. I told Mr. Dooley, in a telephone conversation on January 4, 1986, that the Bensen Ray property, recently acquired with Program Open Space Funds, will be developed into a seedling production area by this fall.

The development of this new area has been made necessary by the major increase in seedling demands caused by the Chesapeake Bay Program and by the New Federal Farm Reserve Bill. These two demands for reforestation planting stock and the increased planting on stripmines in Western Maryland has caused our production to go from 4,000,000 seedlings per year to 12,000,000 seedlings per year. In order to meet this major production increase, we had no choice but to develop the new ground.

Sincerely,

John Ayton
Nursery Manager

JA/jla

VI-24

cc: James Roberts
Patrick Bright

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Department of Natural Resources
MARYLAND FOREST, PARK & WILDLIFE SERVICE
Tawes Office Building
Annapolis, Maryland 21401

TORREY C. BROWN, M.D.
SECRETARY

DONALD E. MACLAUCHLAN
DIRECTOR

February 27, 1986

Mr. Louis Ege, Jr.
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: MD Rt. 100 from I-95 to I-97
Contract No. AA 682-101-570

BUREAU OF
PROJECT PLANNING
FEB 31 9 38 AM '86

Dear Mr. Ege:

In answer to your 17 February 1986 letter concerning proposed Route 100 through Patapsco Valley State Park, we offer the following comments.

Alternate 4 would irrevocably diminish the value of a parcel of parkland several times the size of the 16.1 acres actually needed for the right-of-way. Part of the proposed interchange lies squarely on top of the parkland extending along Piney Run. The alignment itself would create an island of land which would no longer function as a wooded buffer protecting Deep Run. To that end, the answer to your first question regarding significance is most assuredly, yes, i.e. passive recreation areas are an integral part of the master plan for Patapsco as well as all our parks.

I'm unclear as to the meaning of your second question. It seemingly establishes a dichotomy in which those lands "chosen" for specific recreational uses are in turn protected by some kind of property relegated to a category called "buffer". This is, of course, not the case. Intensively developed areas are carefully selected and designed so as to allow for safe, controlled public access. An equal number of recreational pursuits rely on the availability of undeveloped (natural condition) tracts. This area of the park serves just such a purpose, and is, in and of itself, as important for recreation as any area of the park. In this context (and in answer to your second question), it most assuredly is recreational, not merely buffer.

VI-25

Telephone (301) 269-3776

TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609

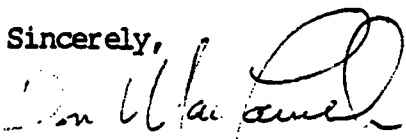
347

Mr. Louis Ege, Jr.
February 27, 1986
Page two

I strongly encourage you to continue investigation of those options depicted in Figure 1 (attached to your 17 February letter) which do not require use of parkland.

Please let me know if you need additional information. Also, as project planning progresses, if it appears that Alternate 4 is the prime candidate, we will have additional comment. By copy of this memo, we ask the Water Resources Administration to keep us abreast of the project as well.

Sincerely,



Donald E. MacLauchlan
Director

DEM:SEM:dec

- cc: J. Burtis
- D. Hathway
- D. Gavor
- J. Hearn
- P. Bright
- G. Cheers

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ANNE ARUNDEL COUNTY POLICE DEPARTMENT

HEADQUARTERS
201 Robert Crain Highway,
Millersville, Maryland 21108
(301) 987-4050 867-4050

BUREAU OF
PROJECT PLANNING
MAR 10 12 28 PM '86
MAR 9 5 1986

COL. WILLIAM S. LINDSEY
Chief of Police

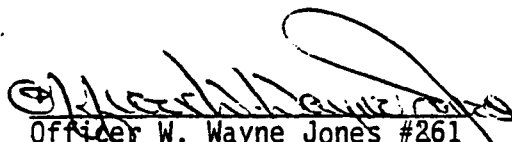
Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
P.O. Box 717/707 North Calvert St.,
Baltimore, Maryland 21203

Dear Mr. Ege,

As a result of reviewing the proposals for the Maryland Rt. 3/Interstate 97 plans for Anne Arundel County, the following observations were formulated. The Alternate 4, and Alternate 2, Option B plans present what appear to be the most minimal impact on police services to those areas affected. Of particular concern to this department, is the sub-dividing of present communities, which could result in an increase in response times to calls for service. Consideration should be given to ensure that ample ingress, and egress routes to maximize police and fire response are provided to high density areas.

If I may be of any further assistance, please feel free to contact me at 301-987-4050 Ext. 208.

Sincerely,


Officer W. Wayne Jones #261
Research and Development Section
Anne Arundel County Police Dept.,
Millersville, Maryland 21108

COLONEL PAUL H. RAPPAPORT
CHIEF OF POLICE



DEPARTMENT OF POLICE FOR HOWARD COUNTY

3410 COURT HOUSE DRIVE, ELLICOTT CITY, MD. 21043

992-2200

March 12, 1986

Louis H. Ege, Jr.
Deputy Director
Project Development Division
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21203

ATTENTION: Cynthia D. Simpson, Chief
Environmental Management

RE: Contract No. AA 682-101-570

Dear Sir:

I have reviewed, as per your request of February 20, 1986, the proposed development of Route 100 from Route 95 eastward into Anne Arundel County.

The overwhelming majority of the proposed highway construction is located in Anne Arundel County and does not impact the Howard County Police Department.

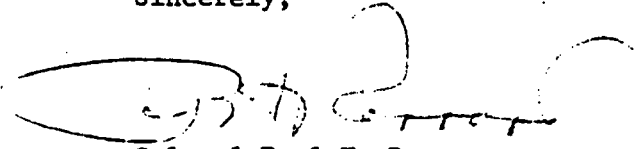
Those parts of the proposed project which are to be located in Howard County appear, from a law enforcement point of view, to be virtually identical in location and impact.

The completed road development project appears to greatly improve both the north-south traffic flow on Route 1 and the eastward flow from Route 95 into Anne Arundel County. Under the current road configuration, Route 95 traffic into Anne Arundel County must exit that highway and use local feeder roadways. The project will allow such traffic to remain on a major highway and eliminate much congestion on local feeder roadways.

I look forward to the completion of the project and feel that it will improve, rather than hinder, the response time for police services in that part of Howard County. This section of the new Route 100 itself will not provide easier access to anything in Howard County. Instead, the traffic it removes from local roadways will permit emergency vehicles a safer and faster response to calls for service.

If you have further questions regarding this or similar matters, please contact Sergeant E. Lawrence Knutson of the Research and Planning Division at 992-2205.

Sincerely,



Colonel Paul H. Rappaport
Chief of Police

PHR:sd



ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

DEPARTMENT OF RECREATION AND PARKS

March 17, 1986

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Contract No. AA-682-101-570
Maryland Route 100 from I-95
to I-97 PDMS. No. 022007

Dear Mr. Ege:

Mr. James Vouzikas, who wrote you on January 16 concerning the impact of the proposed Route 100 alignments on Friendship Park, has asked me to convey some additional design requests to you.

First, we have recently met with an active group of Anne Arundel County horsemen who currently use a bridle trail between Queenstown Park and Friendship Park as part of a trail system linking western portions of the County with our Equestrian Center at Andover Park in Linthicum. This group is very concerned that Route 100 will cut this vital access link. We would like to propose that at the point where Route 100 crosses Sawmill Creek or at some nearby point, a large culvert or other structure be provided to maintain the bridle trail. The interior dimensions of the structure would need to be a minimum of eight feet (8') wide by ten feet (10') high.

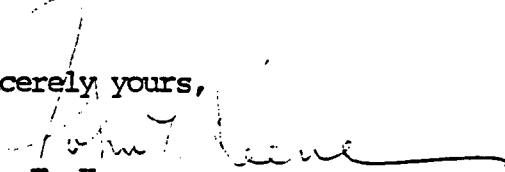
Second, of the alignment options sent for our consideration, Alternate 2 Option B (Plan sheet 4) clearly has the greatest adverse impact on Friendship Park. Not only does it occupy the entire west side of the park, as opposed to crossing only the southwest corner as do the other alignments, but its interchange with Dorsey Road would clearly make entering the park from Dorsey Road much more hazardous.

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BUREAU OF
PROJECT PLANNING

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I thank you for your consideration of these matters in making your final selection of the alignment of Route 100.

Sincerely yours,


John T. Keene
Capital Projects Officer
Recreation and Parks Department

JTK/vif

cc: Joseph J. McCann, Director, Recreation and Parks
William A. Rinehart, Parks Administrator
Cynthia E. Young, PATH

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B. COMMENTS

1. Combined Location/Design Public Hearing

A Combined Location/Design Public Hearing for this project was held on June 12, 1986, at Andover Senior High School, Linthicum, Maryland. Mr. Ed Meehan, District Engineer for the State Highway Administration in District #5, presided. Representatives of the State Highway Administration's Office of Planning and Preliminary Engineering explained the project process and the alternatives under consideration and provided an environmental overview of the study area. Representatives of the State Highway Administration explained the right-of-way acquisition process and the relocation assistance program. Persons attending the Public Hearing were provided a copy of the "Combined Location/Design Public Hearing" brochure which summarizes features of the alternatives. The Draft Environmental Impact Statement and a public information display were available for review prior to and at the hearing.

An official transcript was prepared of the Location/Design Public Hearing. The hearing record contains the remarks of 43 speakers, along with several written statements. Copies of the transcript are available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland.

A summary of the comments made at the Public Hearing and the responses thereto follows:

- a. Roland Davis (Chief Transportation Planner,
Anne Arundel County)

Bert Haus (Director of Sales, Dickenson Heffner, Inc.)

Chuck Pruet (Westinghouse Defense Center)

Jim Vecheck (Timber Ridge Improvement Association)

Comment:

Supports Alternate 3 - Option B.

Response:

Alternate 3- Option B, with some modifications, has been chosen.

b. Arthur Kungle, Jr., - President, The Liberty Tree Project

Comments:

Opposed Alternate 3 because of the following impacts:

- I. Sulfur Dioxide and acid rain from the highway could hurt the plants and trees in the Buckingham Forest Tree Nursery.
- II. Roadway goes through an established grafted White Pine Seedling Orchard in the nursery.
- III. Did not feel that the DEIS addressed any of the sensitive issues pertaining to the nursery.

Response:

- I.-III. Coordination with the Maryland Department of Natural Resources concerning impacts to the Buckingham Forest Tree Nursery has been ongoing throughout this project. In addition, a study examining the impacts of this project on the nursery has been performed and is available for review at the Maryland State Highway Administration Library, 707 North Calvert Street, Baltimore, Maryland and at all State Depository Libraries.

c. Steve Amsey - Vice President, Oxford Development Corporation

Comments

- I. Requested that relocated Amberton Drive tie into U.S. Route 1 at the same location as the entrance to their proposed business park.
- II. Requested that the high-speed ramp from westbound Maryland Route 100 to north bound U. S. Route 1 be located at or near the location where the left-turn movement from this ramp to southbound U.S. Route 1 is in order to provide more weaving distance for motorists desiring to turn left into their proposed business park.
- III. Supports the cloverleaf interchange at U.S. Route 1 as shown on the plans.

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Responses:

- I. The relocated Amberton Drive has been located so as to minimize impacts to an existing residence and an existing nursery.
- II. The high-speed ramp as shown on the plans is necessary to achieve the highest level-of-service for the interchange and to provide for a smooth transition between the two highways for motorists. Even with this high-speed ramp, there would be sufficient weave distance for motorists desiring to turn left into the proposed business park at the northern entrance as shown on development plans.
- III. The selected alternate, Alternate 3B (Modified), includes the cloverleaf interchange at U.S. Route 1 (see Fig. 11-26).

d. Curtis Warren

Comment:

Expressed concern about the circuity of travel, the mixing of local and through traffic on the new freeway and the separation of the Race Road and Wright Road neighborhoods caused by the closing of Dorsey Road at Maryland Route 295.

Response:

A bridge over Maryland 295 connecting Race Road and Wright Road has been incorporated into the selected alternate to provide for local traffic.

e. Raymond B. Davis

Comments:

- I. Stated that the ramps from Alternate 3 that intersect Dorsey Road at Forest Avenue would increase traffic on Forest Avenue.
- II. Stated that if one of the drawbacks to Alternate 4 was a lack of access to the existing industrial centers west of Maryland Route 295, ramps from Parkway Drive North to Alternate 4 could be constructed.
- III. Stated that the project would adversely affect the air quality in the area.

Responses:

- I. Under the selected alternate, the Race Road Interchange has been revised to a standard diamond configuration.
- II. Alternate 4 requires acquisition of land from the Patapsco Valley State Park. Even if Alternate 4 were selected, ramps from the north section of Parkway Industrial Center I could not be furnished because of the geometric limitations imposed by the interchange at Maryland Route 295. These ramps would also require the acquisition of at least 2 businesses and additional land from the Patapsco Valley State Park.
- III. As shown in section IV. D, the ambient air quality will be improved since the project will enhance the flow of traffic through the area.

f. Paul L. Savai - Savai Food Products

Comment

Opposed the 'Option' for relocating Dorsey Road at U.S. Route 1 since it impacts a proposed food distribution warehouse. Stated that the "Option" would be more expensive because of higher right-of-way costs.

Response:

Under the selected alternate, the 'Option' for relocating Dorsey Road at U.S. Route 1 has been chosen and has been shifted slightly to the west onto an existing right-of-way. This 'Option' does not require any residential relocations and would be less expensive to construct than the other alignment since it is much shorter.

g. Connie Both

Comment:

Ms. Both favored Alternate 4 with a connection to Alternate 3-Option B. (See her letter and response thereto contained hereinafter).

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h. Alexander Brown—President, Sandalwood Improvement Association

Comments:

Mr. Brown supported Alternate 4 with a connection to Alternate 3-Option B because of the following reasons:

- I. Alternate 3B will break and damage community relations in the area by cul-de-sacing many major roadways.
- II. Alternate 3B does not separate through and local traffic.
- III. Alternate 3B will leave north Anne Arundel County with only one direct east-west roadway which will severely limit future expansion.

Responses:

I. and II.

Under the selected alternate, a bridge over Maryland Route 295 connecting Race Road and Wright Road and bridges for carrying Harmans Road and W.B. & A. Road over the freeway have been provided to alleviate community disruptions.

III. The Anne Arundel County General Plan shows the approximate corridor of Alternate 3-Option A and is the basis upon which development in the area has been implemented and planned.

I. Werner E. Minshall - Parkway Industrial Center

Comment:

Mr. Minshall expressed concern about the effects of the project on the Parkway Industrial Center.

Response:

Several meetings were held with Mr. Minshall and his engineering firm to coordinate the impacts of the project on existing and proposed developments in the Parkway Industrial Center.

J. Richard Zablonksi - Provinces Civic Association

Comments:

Mr. Zablonksi favored Alternate 4 with a connection to Alternate 3-Option B for the following reasons:

- I. Alternate 4 would reduce Ridge Road traffic by 30-35% and Alternate 3B would increase Ridge Road traffic by 37%.
- II. Harmans Road would be closed by Alternate 3B.
- III. Alternate 4 would cost \$29 million less than Alternate 3B.

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Responses:

- i. As shown in section IV, travel on Ridge Road south of Dorsey Road is expected to reach 11,500 average daily traffic(ADT) in the design year 2010 for the No-Build Alternate. Under Alternate 3B, it is expected that the ADT on Ridge Road south of Dorsey Road would be 12,600, an increase of approximately 10%. Figure IV-9 shows that the ADT on New Ridge Road north of Dorsey Road would be 5,000 in 2010. This would be traffic going into the Baltimore Commons Industrial Park. The 2010 ADT on Ridge Road south of Dorsey Road would be at least 11,500 under Alternate 4.
- ii. The selected alternate includes bridging Harmans Road over Maryland Route 100.
- iii. Due to tunneling costs through the Baltimore Washington International Airport, Alternate 4 would cost up to \$36 million more than the selected alternate.

k. Dale Ross - Vice-President, ROJAC Group

Comment:

Mr. Ross expressed concern about the effects of the project on access to the Howard Johnson's hotel and restaurant in the Parkway Industrial Center.

Response:

The selected alternate includes a standard diamond interchange at Race Road and provides for access to the Parkway Industrial Center from this interchange and from Dorsey Road.

l. Steven J. Hartman - MIE Development Corporation

Comment:

Stated that he was originally in favor of Alternate 3B, but as a result of listening to comments at the Public Hearing, he would be in favor of Alternate 4 with a connection to Alternate 3-Option B.

Response:

The selected alternate was chosen over Alternate 4/3B for several reasons. First, Alternate 4 requires the acquisition of land from Patapsco Valley State Park which is prohibited under Federal Law if a 'feasible and prudent' alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and the Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport, and according to

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Federal Aviation Administration regulations, the highway would have to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

m. William Cooper - Elmhurst Improvement Association

Comment:

Objected to the closing of W.B. & A. Road.

Response:

The selected alternate provides for bridging W.B. & A. Road over Maryland Route 100.

n. Tom Dixon - President, Harmans Civic Association

Comments:

Mr. Dixon supported Alternate 4 with a connection to Alternate 3-Option B for the following reasons:

- I. Alternate 3B severs continuous travel on Dorsey Road, Harmans Road and Ridge Road.
- II. The Alternate 4 Interchange with Maryland Route 295 could be shifted to the south to avoid impacting residences on Race Road and Bentwoods Road.
- III. Alternate 4 does not conflict with the planned expansion of the Baltimore Washington Airport.

Responses:

- I. The selected alternate provides for a bridge over Maryland Route 295 connecting Race Road and Wright Road which allows for local traffic circulation Harmans Road will also bridge over the selected alternate. Continuous travel on Ridge Road is provided via the relocated Ridge Road as shown on the plans.
- II. Shifting the Alternate 4 Interchange with Maryland Route 295 to the south to avoid any residential relocations would result in greater impacts to the area of Patapsco Valley State Park east of Route 295, greater impacts to the Deep Run flood plain, decreased weaving distance between this interchange and the existing Dorsey Road/Route 295 interchange and would require at least 4 business relocations.
- III. Pursuant to Federal Aviation Administrations, a tunnel would have to be constructed for Alternate 4 through the airport property which would make the total cost of Alternate 4 up to \$36 million more than the selected alternate.

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o. Irene Hebron - Concerned Citizens for a Fair Route 100

Comments:

- I. Supported Alternate 4 with a connection to Alternate 3-Option B because she felt that Alternate 3 unjustly impacted black communities in the area.
- II. Stated that many of the required residential relocations are retired persons and that they would find it financially difficult to relocate.

Responses:

- I. The selected alternate, **Alternate 3B (Modified)**, was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a 'feasible and prudent' alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

During the course of the MD Route 100 study, concerns were raised regarding the impacts of the project. The selected alternate, **Alternate 3B (Modified)**, incorporates several design changes of the 'historical' alignment (Alternate 3-Option A) to address these concerns. These include the alignment shift at the project's eastern end in order to minimize impacts to the community of Queenstown, the standard diamond interchange at Race Road and selecting the full cloverleaf interchange at MD. Route 295. In total, the design changes made by the State Highway Administration resulted in a reduction in the number of residences displaced by MD. Route 100 from 43 to 22. **Alternate 3B (Modified)** also includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. This project has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964 (see letter dated June 26, 1986.)

11. The relocations required for this project will be resolved in a timely and humane fashion and will be accomplished in accordance with the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (P.L. 91-646) and/or 49 CFR Part 25-the new regulations.

p. Howard E. Wagner, Jr.

Comment:

Supported Alternate 4 with a connection to Alternate 3-Option B because Alternate 3-Option B would cut through his farm and divide it in half and it would be a 4 to 5 mile trip to get from one side to the other.

Response:

The alignment of Alternate 3-Option B in the vicinity of the Smith Farm has been located in order to minimize impacts on existing residences. Provisions to provide access between the remaining parcels of the farm and/or acquisition of remnant parcels will be investigated during final design.

q. Sylvia Garrison

Comment:

Supported Alternate 4 with a connection to Alternate 3-Option B because a disproportionate number of the relocations required under Alternate 3-Option B are minorities.

Response:

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the

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southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

During the course of the MD Route 100 study, concerns were raised regarding the impacts of the project. The selected alternate, Alternate 3B (Modified), incorporates several design changes of the 'historical' alignment (Alternate 3-Option A) to address these concerns. These include the alignment shift at the project's eastern end in order to minimize impacts to the community of Queenstown, the standard diamond interchange at Race Road and selecting the full-cloverleaf interchange at MD. Route 295. In total, the design changes made by the State Highway Administration resulted in a reduction in the number of residences displaced by MD. Route 100 from 43 to 22. Alternate 3B (Modified) also includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. This project has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964 (see letter dated June 26, 1986).

- r. Melvin Kelly - President, Severn Improvement Association
- Art Bohlinger
- Sandy Mosher
- Catherine Galther
- Virginia Warren
- Louis Fellingner
- Barbara Taylor
- Edward Kennedy
- Beathsader Womble

Comment:

Favor Alternate 4 with a connection to Alternate 3-Option B.

Response:

The selected alternate was chosen over Alternate 4/3B for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a 'feasible and prudent' alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and the Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport, and according to Federal Aviation Administration regulations, the highway would have to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

- s. David Williams - Associate Professor of Biology,
Anne Arundel Community College

Comment:

Opposed Alternated 3 due to the potential adverse impacts upon the Buckingham Forest Tree Nursery.

Response:

Coordination with the Maryland Department of Natural Resources concerning impacts to the Buckingham Forest Tree Nursery has been ongoing throughout this project. In addition, a study examining the impacts of this project on the nursery has been performed and is available for review at the Maryland State Highway Administration Library, 707 North Calvert Street, Baltimore, Maryland and at all State Depository Libraries.

- t. Gerald Talbert - Maryland Department of Agriculture

Comment:

Stated that whichever route is selected, the impacts on farmland and natural resource areas should be minimized.

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Response:

Minimization of impacts on agricultural land and natural areas, as well as residential and commercial areas, has been a consideration throughout the study. Minor alignment shifts will be considered during final design of the project to reduce impacts as much as feasible.

u. Mary Rosso

Comment:

Supported Alternate 4 with a connection to Alternate 3-Option B because it minimizes impacts to existing communities.

Response:

The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to communities. The selected alternate, Alternate 3B (Modified), includes several provisions to reduce both community impacts and the number of relocations required (see Section IV.A).

v. Gene Floyd - President, North Anne Arundel County Chamber of Commerce

Comment:

Stated that the Chamber of Commerce, in an Executive Session, chose not to select one alternate over another, but that the project should proceed as expeditiously as possible.

Response: None required.

w. Jean Creek - President, Anne Arundel County NAACP

Comment:

Supported Alternate 4 with a connection to Alternate 3-Option B. Relayed the concerns of the members of the black communities of Harmans and Queenstown regarding the adverse and disproportionate impact to those communities.

3/6/83

Response:

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a 'feasible and prudent' alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

During the course of the MD Route 100 study, concerns were raised regarding the impacts of the project. The selected alternate, Alternate 3B (Modified), incorporates several design changes of the 'historical' alignment (Alternate 3-Option A) to address these concerns. These include the alignment shift at the project's eastern end in order to minimize impacts to the community of Queenstown, the standard diamond interchange at Race Road and selecting the full cloverleaf interchange at MD. Route 295. In total, the design changes made by the State Highway Administration resulted in a reduction in the number of residences displaced by MD. Route 100 from 43 to 22. Alternate 3B (Modified) also includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. This project has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964 (see letter dated June 26, 1986.)

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x. Marlon Blades

Comment:

Expressed concern about noise impacts the project would impose on the area.

Response:

The effects of noise from the proposed Maryland Route 100 are judged in accordance with Federal Highway Administration standards and MD State Highway Administration guidelines. A discussion of the noise impacts of the proposed project and any mitigation measures for those impacts is contained in section IV. E of this Final Environmental Impact Statement.

y. Theodore Sophecleus - Councilman, Anne Arundel
County

Comment:

Stated that elected officials and the public have been involved in this project for several years. Requested that the State Highway Administration inform the public of the reasons for selecting an alternate.

Response:

The reasons for selecting Alternate 3B (Modified) are presented in this Final Environmental Impact Statement. A news release explaining why Alternate 3B (Modified) was selected was made public in the local news media and sent to everyone was selected on the project mailing list.

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z. Basil Smith

Comments:

Supported Alternate 4 with a connection to Alternate 3-Option B for the following reasons:

- I. Alternate 3 disrupts local traffic patterns and therefore limits access to the existing and proposed industrial parks in the area.
- II. Alternate 4/3B would be \$20 million less than Alternate 3B which could be to mitigate the to the Baltimore Washington International Airport.

Response:

- I. The State Highway Administration believes that the selected alternate provides the needed access to the existing and planned development in the area. The selected alternate, Alternate 3B (Modified), includes several provisions for maintaining access to the local road network (see Section II.B.4).
- II. Federal Aviation Administration regulations would require Alternate 4 to be constructed in a tunnel through the airport property which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

aa. Willis Henry

Comment:

Supported Alternate 4 and requested that W.B. & A. Road be kept open.

Response:

Alternate 3B (Modified) has been selected for the reasons discussed in Section II.B.4.

The selected alternate includes bridging W.B. & A. Road over Maryland Route 100.

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bb. Michele H. Schrock - Preserve Arundel Trails
for Horses (PATH)

Comment:

Supported Alternate 4 with a connection to Alternate 3-Option B. Expressed concern about the project's impact on bridle trails in the area and requested that W.B. & A. Road be kept open to allow PATH members access to areas through Friendship Park.

Response:

The selected alternate, Alternate 3B (Modified) includes bridging W.B. & A. Road over Maryland Route 100. In addition, the feasibility of including a trail crossing of the roadway will be investigated during final design.

cc. Tyras S. Athey - Anne Arundel County Delegate to the Maryland House of Representatives.

Comment:

Expressed concern about the closing of Harmans Road and W.B. & A. Road.

Response:

The selected alternate includes provisions for bridging Harmans Road and W.B. & A. Road over Maryland Route 100.

2. Written Comments

Written statements and other exhibits in lieu of or in addition to oral presentations at the Location/Design Public Hearing were accepted by the State Highway Administration until June 27, 1986 for inclusion in the "Public Hearing Transcript". These written statements and responses thereto are contained hereinafter. The "Public Hearing Transcript" is available for public review at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland, and at District #5 Headquarters, Defense Highway, Annapolis, Maryland. Those comments received after June 27, 1986, were not included in the "Public Hearing Transcript". However, whenever possible, comments received after that date were considered in the decision making process and all comments were and will continue to be responded to.

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GOULD

Electronics

APR 16 9 08 AM '86

PROJECT
DEVELOPMENT
DIVISION

nc., Advanced Systems Development Division
6730 Baymeadow Drive
Glen Burnie, Maryland 21061
Telephone (301) 787-3783

April 3, 1986

Mr. Hal Kassoff
Administrator
Maryland Department of Transportation
Maryland State Highway Administration
P. O. Box 717
707 N. Calvert Street
Baltimore, MD 21203

Dear Mr. Kassoff:

I understand that the Maryland State Highway Administration has agreed to accelerate the construction timetable of Route 100 from Route 3 to Interstate 95 in Howard County and that there will be a Public Hearing held on Route Alternatives.

Although I will not be able to attend the hearing, it would be appreciated if you would reflect in the public record, my support of "Alternative 3" as the preferred alignment.

Thanking you in advance.

Sincerely,

David A. Rossi
President and General Manager

DAR/drs

RECEIVED

#590
APR 14 1986

D-54
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

ATE HWY ADM

APR 86 12: 46

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Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary

Hal Kassoff
Administrator

APR 24 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

PROJECT DEVELOPMENT DIVISION
APR 25 9 42 AM '86

Mr. David A. Rossi
President and General Manager
Gould, Inc.
6730 Baymeadow Drive
Glen Burnie, Maryland 21061

Dear Mr. Rossi:

Thank you for your letter dated April 3, 1986 in which you expressed your support for the Maryland Route 100 project and particularly for Alternate 3.

Due to the increasing need for this facility, construction could start by late 1989 if funding is available.

I regret that you will be unable to attend the Public Hearing scheduled for June 12, 1986; however, you will be informed of developments on the project via the distribution of a hearing brochure to our project mailing list.

Should you have any questions, please feel free to contact Mr. Neil J. Pedersen, Director of the Office of Planning and Preliminary Engineering, at 659-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

- cc: Mr. E. H. Meehan
- Mr. W. R. Clingan
- Mr. N. J. Pedersen
- Mr. L. H. Ege, Jr.
- Mr. R. E. Moon ✓

Note: For additional response, see page VI-64

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

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PROJECT DEVELOPMENT DIVISION

JUN 27 2 04 PM '86

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME JESSE C. FLY / Lois E. Fly DATE 13 June 86

PLEASE PRINT ADDRESS 1125 DORSET RD.

CITY/TOWN HANOVER STATE MD ZIP CODE 21076

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

As a twenty year resident of Timber Ridge I have seen much increase in traffic on Dorsey Road. Even with the recent widening, I still have problems gaining access to Dorsey from Holly Lane. This road has long been constructed and ill designed for high speed traffic movement. A limited access program is overdue to relieve current conditions and provide for future growth.

After looking over all your material, it is my opinion that Alternative 3, Option A, will best serve this area in both the short and long terms.

So please - lets get started so that a long time headache can find some relief.

Thanked,

Jesse C. Fly
Lois E. Fly

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

373
William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. and Mrs. Jesse C. Fly
1125 Dorsey Road
Hanover, Maryland 21076

Dear Mr. and Mrs. Fly:

This is to acknowledge receipt of your comments dated June 13, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson

Note: For additional response, see page VI-64.

VI-52

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

374

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
Jul 8 1 02 PM '86

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

James C. Vecheck, Chairman of Roads
& Highways Committee, Timber Ridge
Improvement Association

NAME _____ DATE June 25, 1986

PLEASE PRINT ADDRESS 7400 Hawkins Drive, Hanover Maryland

CITY/TOWN Hanover STATE Md. ZIP CODE 21076

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

Dear Sir: This reply is to confirm basically our position stated at the Andover public hearing. Timber Ridge continues to support the Alt 3 alignment, the historic alignment and the only alignment that serves the corridor, the county and all other state taxpayers. As the result of SHA bending over backwards to satisfy certain factional groups in the vicinity of Queenstown (at additional costs of \$11 Million dollars and the taking of valuable parkland) a last minute effort to derail this project was started. These groups now feel they have "clout" since they got the 3B concession. This project was designed to relieve traffic on Dorsey Road. The 125 homeowners in Timber Ridge would be subject to approx 40000 cars per day in front of our community if Alt 4 was selected (per impact statement)..The three major communities (Timber Ridge, Sandalwood, Harmans) have always favored the Alt 3 Route until a few disgruntled (and one former SHA employee) decided to push Alt 4, A route that was never even considered originally by the state. Alt 4 would destroy BWI Growth, Impact planned development of Balt Commons, McCormick Properties, and require Patapsco Park property. No where in the summary of costs was it mentioned that Alt 4 would most likely require expensive tunneling that could cost 1/2 the price of the total project.

95% of the residents live in the 3 communities mentioned yet people from miles around were solicited by these factions to come and support Alt 4, an alternative that was suggested by Harmans. Lastly we feel that WB&A road be kept open and Queenstown Rd be

- Please add my/our name(s) to the Mailing List. * closed since WB&A is the only other North/South Roadway needed for future growth. Final comment
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Moon
Maryland Department of Transportation

State Highway Administration

375

William K. Hellmann
Secretary

Hal Kassoff
Administrator

August 4, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. James C. Vecheck, Chairman
Roads & Highways Committee
Timber Ridge Improvement Association
7400 Hawkins Drive
Hanover, Maryland 21076

Dear Mr. Vecheck:

This is to acknowledge receipt of your comments, on behalf of the Timber Ridge Improvement Association, in support of the Alternate 3 alignment for the construction of Maryland Route 100. Your statement, along with the testimony you provided at the public hearing on June 12, has been entered into the transcript and made a part of the official project record. We appreciate the support of your community for this project, and would like to assure you that your views will be considered before a final decision is made concerning the project.

Thank you for your comments. Via the project mailing list, you will be kept aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: Ronald E. Moon
Ronald E. Moon
Project Manager

LHE:REM:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-64

VI-54

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

McCormick 
Properties, Inc.

11011 McCormick Road
Hunt Valley, Maryland 21031
(301) 667-7700

J. RICHARD UHLIG
Vice President

June 26, 1986

374
PROJECT
DEVELOPMENT
DIVISION

Maryland State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203

Dear Sirs:

As a major development company on the East Coast, and as a developer in the proposed Route 100 corridor, I feel that the position of this Company should be made relative to the location and design of Maryland Route 100 from Interstate 95 to Maryland Route 3.

McCormick Properties is in the process of developing a 92.5 acre site bordering Dorsey Road east of Telegraph Road and west of the Baltimore-Annapolis Boulevard. Our plans call for approximately 10 to 14 professional buildings on this site. As with all of McCormick Properties' business centers, we are concerned not only with our park, but how we impact our neighbors. We have taken great pains to insulate our neighbors to the south, east and west from our development. With the type of development we are proposing, it is necessary that we have good access and good support from the County and State governments.

McCormick Properties has investigated all alternatives presented concerning the alignment of Route 100 as defined above. It is our opinion that Alternate 3, Option B is the preferred Route. This route gives the greatest flexibility for economic growth while retaining the residential character of the area.

McCormick Properties strongly supports the economic and comprehensive plans of Anne Arundel County to continue commercial development in the area surrounding the Baltimore-Washington International Airport. It is our professional opinion that this growth is logical and is of great benefit to Anne Arundel County and the State of Maryland.

Md State Highway Admin.

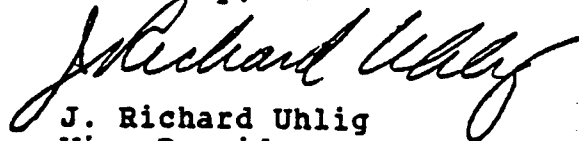
-2-

July 26, 1986

The other alternatives for locations for Route 100 deny the type of economic growth that Anne Arundel County and the State need. We have exhaustively studied the growth patterns in the Baltimore/Washington/Annapolis region and feel that Alternative 3, Option B best aids all concerned parties.

We would like to have this letter be contained in your analysis of the location of this designated highway.

Sincerely,



J. Richard Uhlig
Vice President

CAR/wjk





Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

378

July 29, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
PDMS No. 022007

Mr. J. Richard Uhlig
Vice President
McCormick Properties, Inc.
11011 McCormick Road
Hunt Valley, Maryland 21031

Dear Mr. Uhlig:

This is in reference to your letter of June 26, 1986 stating the position of the McCormick Company relative to the location and design of the proposed Maryland Route 100 from Interstate 95 to Maryland Route 3.

We appreciate the support of the McCormick Company for this project and have noted your preference for Alternate 3, Option B. I want to assure you that your comments and concerns regarding this project will be fully evaluated and will receive every consideration before an alternate is selected for Maryland Route 100.

Thank you for writing. Your letter will be entered into the public hearing transcript and made a part of the official project record. You will be advised of the decision selecting an alternate for the location of Maryland Route 100 by the State Highway Administration via the project mailing list.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:ss

cc: Mr. N. J. Pedersen
Mr. E. H. Meehan
Mr. R. E. Moon
Mr. J. T. Johnson

Note: For additional response, see page VI-64

My telephone number is 659-1130

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

VI-57

379

PROJECT DEVELOPMENT DIVISION
JUN 21 2 04 PM '86

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME Scott Kozel DATE 5-31-86

PLEASE PRINT

ADDRESS 3212-A W. Franklin St.

CITY/TOWN Richmond STATE Va. ZIP CODE 23221

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

I am in favor of the construction of one of the freeway alternates for Rte. 100.

I like the way that Option 3 serves the Rte. 176 corridor, but notice that Option 4 is considerably cheaper. I would favor Option 3A from a service standpoint.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

380
William K. Heilmann
Secretary

Hai Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Scott Kozel
3212-A W. Franklin Street
Richmond, Virginia 23221

Dear Mr. Kozel:

This is to acknowledge receipt of your comments dated May 31, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Weehan
Mr. Ronald E. Moon
Mr. James T. Johnson

Note: For additional response, see page VI-64

VI-59

My telephone number is 659-1130

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RECEIVED

JUN 11 1986

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME SOUTH SHORE DEVELOPMENT CO., INC. DATE June 9, 1986

PLEASE PRINT ADDRESS c/o ANAREX, INC. 503 Ritchie Highway

CITY/TOWN Severna Park STATE MD ZIP CODE 21146

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

We strongly recommend Alternate 3, Option A, which meets the needs of the commercial and industrial land both existing and planned. A freeway is needed to relieve Dorsey Road and to carry the heavy flows of east-west traffic through Anne Arundel County and Howard County industrial areas.

Alternate 3, Option B, not only costs more than Option A, but, displaces far more parkland, recreation sites, historical sites, industrial sites, woodlands, wetlands, floodplains, and streams. Furthermore, it places an undesirable and unnecessary double curve in the freeway between Mountain Road and Telegraph Road.

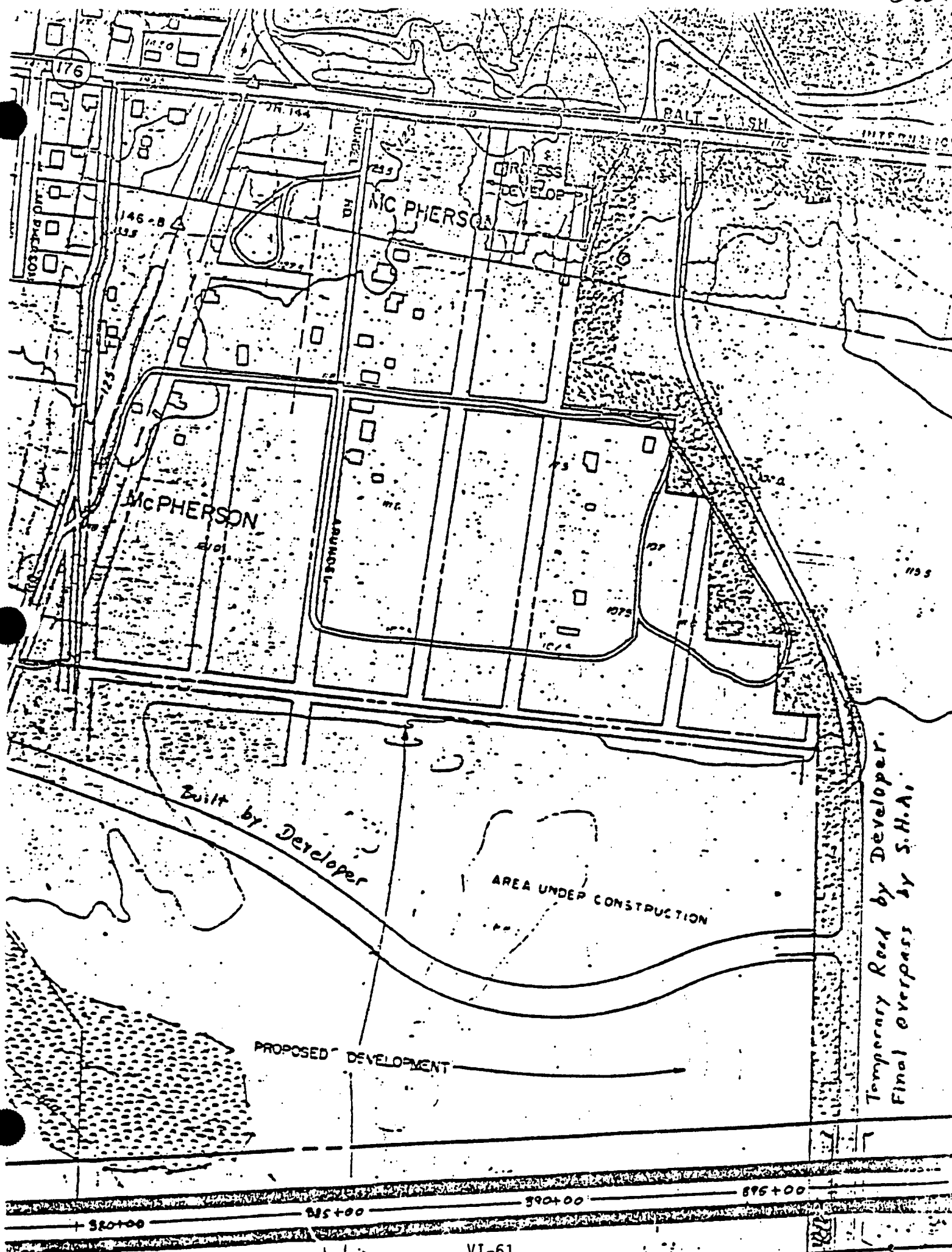
Of our closest interest, is the landlocking most of the Landco Business Park which is in a final stage of engineering. Anne Arundel County has requested that you continue W. B. & A. Road to Dorsey Road to serve industrial land north and south of Route 100. It would become an important link between industrial areas.

Again, we urge you to choose Alternate 3, Option A, but if Option B is chosen, please plan to continue W. B. & A. Road per our attached sketch and as recommended to you by the Anne Arundel County Office of Planning and Zoning.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



146-B
US

JR 144

SUBJECT
RD

MCPHERSON

DEVELOP

BALT - WASH

INTERSECTION

MCPHERSON

AROUND
RD

Built by Developer

AREA UNDER CONSTRUCTION

PROPOSED DEVELOPMENT

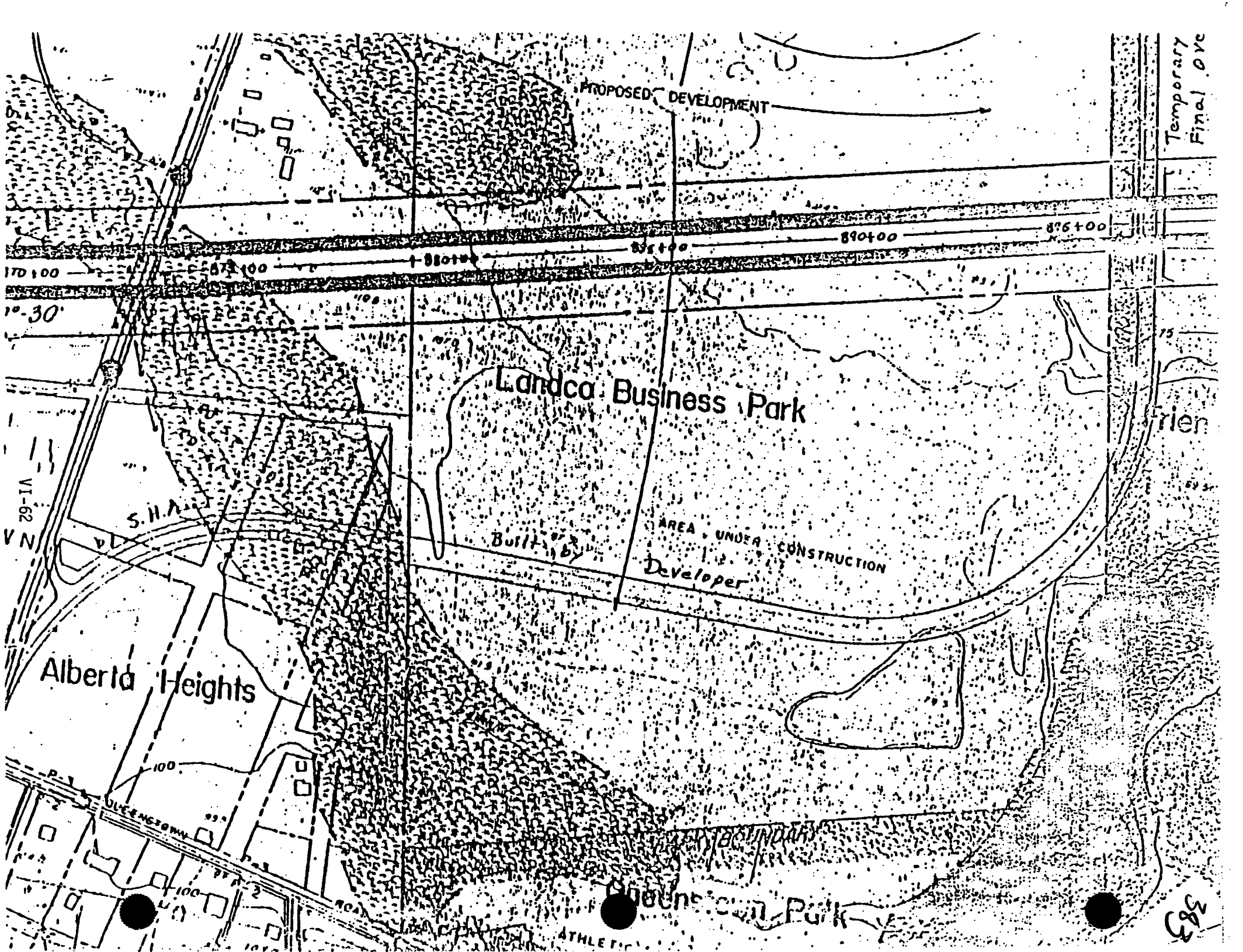
Temporary Road by Developer.
Final Overpass by S.H.A.

380+00

385+00

390+00

395+00



PROPOSED DEVELOPMENT

Temporary
Final

170+00

87+00

88+00

89+00

89+00

85+00

10-30'

Landca Business Park

rien

S.H.A.

Built by

AREA UNDER CONSTRUCTION
Developer

Alberta Heights

VI-62 N

BOUNDARY

Athletic Park

ATHLETIC

383



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 7, 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
(Interstate Route 97)
PDMS No. 022007

South Shore Development Co., Inc.
c/o Anarex, Inc.
503 Ritchie Highway
Severna Park, Maryland 21146

Gentlemen:

This is to acknowledge receipt of your mailer dated June 9, 1986 regarding the proposed construction of Maryland Route 100. Your comments will be made a part of the official project record by being entered into the Public Hearing transcript.

We appreciate your support of the project and want to assure you that the concerns you have noted will receive every consideration before a decision is made concerning this project. You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon ✓

Note: For additional response, see page VI-64

VI-63

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Additional response to letters from:

- David A. Rossi, dated April 3, 1986
- Jesse C. and Lois E. Fly, dated 13 June 1986
- James C. Vecheck, dated June 25, 1986
- J. Richard Uhlig, dated June 26, 1986
- Scott Kozel, dated May 31, 1986
- South Shore Development Co., Inc., dated June 9, 1986

The State Highway Administration believes that the selected alternate, Alternate 3B (Modified), provides the needed service to the area while minimizing impacts to local communities. The 'Option B' for Alternate 3 was developed specifically to minimize impacts to the established minority community of Queenstown. Several provisions have been included in the selected alternate to maintain local traffic circulation. These include a bridge over MD Route 295 connecting Race Road with Wright Road, bridging Harmans Road over MD Route 100 and bridging W.B. & A. Road over MD. Route 100.

Mr. Neil Pederson
Director
Office of Planning and Preliminary Engineering
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pederson,

This is in regard to the State's proposal to build Maryland route 100 from I95 in Howard county to Maryland route 3 (soon to be I97) in Anne Arundal County. I have reviewed the materials about this project which your staff has provided me and I have the following comments:

1. Your staff is to be commended for their thorough and comprehensive analysis. As a resident of the affected area for the last ten years, I am well aware that the community opposition has been a significant hinderance to this project, and that a solution which will please everyone is not possible. I understand how difficult it must be for your staff to deal with the frustrations which accompany this project.

2. I think that it is essential that the option chosen be one of the freeway options. I recognize that my neighbors may object to any of the options. However, I believe that they do not realize that if no freeway option is built soon, the traffic from the explosive commercial growth in the area will be such that they will no longer be able to tolerate living in the homes which they sought to protect.

3. Irrespective of which freeway option is chosen, the State should keep open all current north-south thoroughfares, particularly Ridge and Harmons Roads. You may want to count vehicular traffic on these roads now. I believe that you may be surprised at how much traffic they handle. Moreover, they are essential to maintaining the rapid availability of emergency vehicles. In particular, access for the police who have to come to us from east county would be significantly limited by closing either of these thoroughfares.

4. Specifically, I would like to offer my support for Alternative #4, and to present my analysis of the advantages and disadvantages of this option:

PRO

-- Will disrupt the fewest residences (29) in total and the same number of minority residences as alternative #3B.

-- Is significantly less costly than alternative #3B.

-- Will have one fewer interchange than alternative #3B, reducing the potential for accidents which increases with interchanges which are close together.

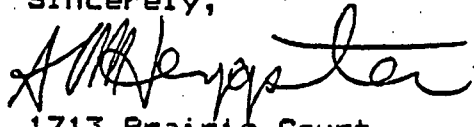
- Will occupy much of the land which is now in the airport's noise zone and which the State will be forced to purchase in the future anyway.
- Will provide better access to the airport from I95 and I97 since the interchange at Ridge Road will be closer to the airport passenger entrance.
- Will be supported by the community better than any other option, resulting in faster construction

CON

- Will require the State to use some of the airport property for a road -- you will have a hard time selling this within your own bureaucracy, but you can argue that the State could expand the airport south-east under alternative #4 which would not be possible under any of the other alternatives
- The industrial park developers will pressure you to select any of the other options so that they can use immediate access to the freeway as a selling point -- you can counter that any freeway, even without immediate access, is better than none.

Thank you for adding me to the mailing list for this project. I hope that you choose a freeway option since I believe that a limited access highway is essential to the continued economic growth of this area of the State and to the continued viability of our community.

Sincerely,



1713 Prairie Court
Severn, Md. 21244

RECEIVED

JUN #714
17 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

388



Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary

Hal Kassoff
Administrator

July 17, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

Mr. W. H. Heygster
1713 Prairie Court
Severn, Maryland 21144

Dear Mr. Heygster:

This is in response to your letter of June 13, 1986 regarding the proposed construction of Maryland Route 100 from Interstate Route 95 to Maryland Route 3. We appreciate your views and comments in support of a freeway option for Maryland Route 100, and have noted your preference for Alternate 4. I would like to assure you that your comments will be fully evaluated and will receive every consideration before an alternate is selected.

Thank you for writing and letting us know of your thoughts. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript. In accordance with your request, we have added your name to the project mailing list. Via this list, you will be kept aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

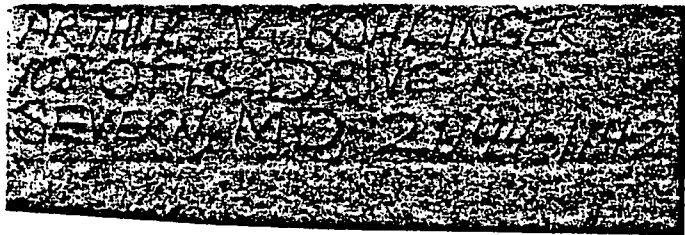
NJP:tlh

- cc: Mr. Edward H. Meehan
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon ✓
- Mr. James T. Johnson

Note: For additional response, see page VI-105

VI-67

My telephone number is 659-1110



19 June 1986

STATE HIGHWAY ADMIN Mr. Hal Kassoff
State Highway Administrator
707 N. Calvert St.
Baltimore, Md. 21202

JUN 86 7: 50

Dear Mr. Kassoff,

The following members of the MUNSON HEIGHTS Community in Severn strongly support building a Rte. 100 extension, however, we are opposed to Alternate 3b. We support many other communities and business groups in favoring Alternate 4 with the 3b option, as stated at the Public Hearing on 12 June 1986.

OUR OBJECTIONS TO ALTERNATE 3b ARE FOR THE FOLLOWING REASONS:

1. Obvious disruption of local traffic.
2. Noise pollution - if Alternate 4 is built the need for measures to reduce noise will be far less - the noise will be in primarily non-residential areas.
3. Illogical flow of traffic proposed, i.e. one east-west road vs. two.
4. Concern over fire and police access.
5. Impact on minority communities.
6. Disruption of the BUCKINGHAM Forest Tree Nursery.
7. Environmental impact on woodlands and wetlands.
8. Disparity of costs.

RECEIVED

JUN 17 1986

DIRECTOR, OFFICE OF
PLANNING & PUBLIC WORKS

744

Ronald Patterson

113 Otis Dr.

Jandra Mosher

113 Otis Drive

Arthur Bollinger

108 Otis Dr

William J. Delaney

115 Otis Dr

Tommy Resner

121 Otis Dr.

Betty King

123 Otis Dr.

H. J. [unclear]

125 Otis Dr

VI-68

John Dad Shelle	110	OTIS	DK	
M Heffinger	112	OTIS	DR	
JR Thompson	119	Otis Dr		Severn, Md
Edward E. Goetz	116	Otis Dr		
Joy Smith	118	Otis Dr.		Severn Md.
L. Stewart	200	Otis		Severn Md
N. Matthews	202	Otis Dr		Severn Md
W. Hill	208	OTIS DR.		SEVERN MD
Gerald Dyer	210	OTIS DR.		SEVERN, MD.
Ed Dyer	212	OTIS DR.		SEVERN MD
Margaret Mayball	104	Denson Drive		Severn Md 21144
Mary Lane	106	Denson Dr.		Severn Md. 21144
David D. Lee	107	Denson Dr.		Severn Md 21144
Rhoda L. Lee	107	Denson Dr.		Severn, MD 21144
Robert F. Fubler	7720	TELEGRAPH RD		SEVERN, MD
Walter G. G. G.	100	Denson Dr		Severn MD 21144
Thomas Emerson	107	Gerald Dr		Severn md 21144
Eve M. Emerson	107	Gerald Dr		Severn MD 21144
Christine Williams	113	Gerald Dr.		Severn Md 21144
Paul L. J. J.	115	Gerald Dr		Severn Md 21144
Leonard & Roy	3	GERALD CT		SEVERN MD. 21144
Edward J. Harvey	110	Denson Dr		Severn
Aurelio V. Benedetto	7716	Telegraph Rd		Severn
Eleanor F. Benedetto	7716	Telegraph Rd,		Severn
Bob Shecker	110	Otis Dr		Severn, Md 21144
Katherine Moore	120	Otis Dr.		Severn, Md. 21144
Joy L. Burkhead	204	Otis Dr		Severn Md 21144
Walter L. Belmont	113	Denson Dr		Severn Md 21144

Young Finner 229 Otis Dr
 William Taylor 201 Otis Dr
 Richard M. Jaworski 203 Otis Dr.
 Melvin A. Guttis 212 Otis Dr.
 Claudette Bailey 205 Otis Dr
 Thomas L. Henson 209 Otis Dr
 Theodore Sanner 211 Otis Dr
 Robert Wield 221 Otis Dr.
 Clayton D. Finber 229 Otis Dr.
 Betty L. Owensby 116 Gerald Rd.
 Janet Myers 118 Gerald Dr.
 Charlie Johnson 122 Gerald Dr
 David Seyer 98 Otis Dr.
 Hwa cha Luessow 5 Gerald C.T.
 Margaret K. Fife 112 Denson Dr
 Kimberly G. Cronin 7708 Telegraph Road
 Sandra M. Cochran 7708 Telegraph Road
 Bertha Waldo 7704 Telegraph Rd
 Lorraine V. Reninger 7700 Telegraph Rd.
 Howard E. Reninger 7700 Telegraph Rd.
 Marianne Sabara 117 Otis Drive
 Robert E. Sabara 117 Otis Drive
 Sondy Hopkins 127 Otis Dr Severn
 Penye Nodine 215 Otis Dr Severn
 Shelley W. Ferris 223 Otis Dr, Severn
 Eugene R. Lynch 225 Otis Dr. Severn.
 Bob Linger 108 Otis Dr, Severn, MD

Robert D. Gustafson 231 Otis Dr. Severn, Md
Marcia J. Gustafson 231 Otis Dr. Severn, Md.
Walter Stang 10 1/2 DENSON DR. SEVERN, MD.
Vern Thomas 114 GERALD DRIVE SEVERN MD
Jayla Thomas 114 Gerald Dr. Severn Md 21144
Barbara Beard 120 Gerald Rd. Severn 21144

Canall J. Drews 6 Gerald Ct. Severn, Md 21144
Kathy News 8 Herald Ct Severn Md 21144
John K Witt 106 Otis Dr. Severn. MD 21144
Jean E Witt 106 Otis Dr. Severn Md 21144
Charles M. Mazur 102 Otis Drive, SEVERN, MD. 21144
Pamela Day Mazur 102 Otis Dr. Severn, Md. 21144

cc:

Mr. Neil Pederen, Director, Office of Planning and Preliminary Engineering, State Highway Administration

Mr. Edward Meehan, District Engineer, District #5, State Highway Administration

Mr. Gene Straub, Acting District Engineer, District #7, State Highway Administration

Mr. Ronald Moon, Project Manager, Project Development Division, State Highway Administration

Mr. James Johnson, Vice President, Century Engineering, Inc.

Honorable O. James Lighthizer, County Executive

Ms. Virginia Clagett, Chairperson, Anne Arundel County Council

Mr. Theodore Sophocleus, Anne Arundel County Councilman

Mr. Michael Gilligan, Anne Arundel County Councilman

Mr. Edward Ahern, Jr., Anne Arundel County Councilman

Mr. Dave Boschert, Anne Arundel County Councilman

Ms. Carole Baker, Anne Arundel County Councilman

Ms. Maureen Lamb, Anne Arundel County Councilman

Senator Michael Wagner, District 32

Mr. Tyras Athey, Delegate, Chairman, Ways and Means Committee

Mr. Patrick Scannello, Delegate

Mr. George Schmincke, Delegate

Concerned Citizens for a Fair Route 100

395



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 15 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
(Interstate Route 97)
PDMS No. 022007

PROJECT DEVELOPMENT DIVISION
Jul 17 9 23 AM '86

Mr. Arthur V. Bohlinger
108 Otis Drive
Severn, Maryland 21144-1142

Dear Mr. Bohlinger:

This is to acknowledge receipt of the petition, signed by seventy-four members of the Munson Heights Community, favoring Alternate 4 with Option 3-B for the construction of the proposed Maryland Route 100. The objections by the community to Alternate 3 for Maryland Route 100 have been noted and will be considered before a decision is made on the project.

The petition will be made a part of the official project record by being entered into the public hearing transcript.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

- cc: Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon ✓

Note: For additional response, see page VI-105

VI-74

My telephone number is 659-1111

396



Bengtson, DeBell, Elkin & Titus, P.C.

Consulting Engineers,
Surveyors, Planners &
Landscape Architects

Office Locations:

Virginia

Fairfax County
Loudoun County
Prince William County
Virginia Beach

Maryland

Montgomery County
Anne Arundel County/BWI

Paul E. Bengtson, P.E.
John T. DeBell, P.E., L.S.
John M. Elkin, Jr., L.S.
C. Terry Titus, L.S.
Richard E. Hurney, P.E.
Gilbert H. Paige
Janice S. Mustian
Eugene O. Thayer, P.E.
Miles M. Potter, P.E.

Charles P. Dunlap, L.S.
Arthur L. Woods, III, P.E.
Kimwood J. Partenheimer, P.E.
William R. Leonard, C.P.O.
Robert A. Munce, P.E.
L. Claude Schuermann, L.S.
Thomas W. Derrickson, L.A.
Henry J. Ellis, L.S.
Theodore R. Welti, P.E.

PROJECT
DEVELOPMENT
DIVISION
JUN 10 10 26 AM '86

June 2, 1986

Maryland State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717
Baltimore, Maryland 21203-0717
Attention: Mr. Neil J. Pedersen
Director

RE: MD. Rte 100

Dear Mr. Pedersen:

Please include our firm on the project mailing list. It is not our intent to introduce any testimony, nor to take any position in the matter.

Unofficially, we are in support of any road improvement and/or road construction projects which will alleviate the traffic congestion on Maryland's highways. To the extent practical and possible, we will endeavor to enlist the support of our clients and friends for this projects.

Sincerely,

BENGTSON, DeBELL, ELKIN & TITUS, P.C.

Miles M. Potter, P.E.
Vice President

MMP/ldb

RECEIVED

JUN 10 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-75

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION
JUN 26 9 00 AM '86

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME BENGTSON, DeBELL, ELKIN & TITUS, P.C. DATE JUNE 19, 1986

PLEASE PRINT ADDRESS 2600 CABOVER DRIVE, SUITE A

CITY/TOWN HANOVER STATE MD ZIP CODE 21076

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

1) We are in support of the immediate construction of Route 100.

2) We are concerned that all alignments except Alternative 4 replace Rte. 100¹⁷⁶ as a continuous east-west highway. Our concern is that over the years we have seen and experienced the impact on traffic of necessary maintenance programs and accidents on limited-access highways. As you are intimately aware, it does not take much to turn a highway into a parking lot or to significantly reduce its capacity. With the continued development in the BWI area, the availability of a local-area, arterial service road as an alternative to Rte. 100 will become increasingly important. We request that you give some serious consideration to maintaining Rte. 176 as an alternative to MD Rte. 100.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

398



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 9, 1986

RE: Contract No. AA 682-101-570 N
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Bengston, DeBell, Elkin & Titus, P.C.
2600 Cabover Drive
Suite A
Hanover, Maryland 21076

Gentlemen:

This is to acknowledge receipt of your comments dated June 19, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

- cc: Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Ronald E. Moon ✓
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

VI-77

My telephone number is 659-1130

399



THE UNITED COUNCIL OF CIVIC ASSOCIATIONS

OF ANNE ARUNDEL CO., INC.

P.O. BOX 263 GLEN BURNIE, MD. 21061

COMMUNITY _____ CITIZENS _____ GOVERNMENT

Mr. Louis Ege Jr.
Director Project Development Div.
Rm 301
State Highway Administration
707 N. Calvert St.
Baltimore, Md. 21202

June 24, 1986

PROJECT
DEVELOPMENT
DIVISION II
JUN 26 2 05 PM '86

Dear Mr. Ege

The United Council of Civic Associations Inc., which represents 19 Associations, voted unanimously at our June 23, General membership meeting to support the Severn Improvement Assoc. position for the extension of Route 100 ; Using alternatives # 4 & #3B. We feel every effort should be made to spare communities from any disruption and it appears this can be accomplished without jeopardizing the public safety. Therefore, we believe it is the State's obligation to use those alternatives which address both the traffic congestion and also maintains the integrity of the communities.

Sincerely

Francis Courtney II

Francis Courtney II President

400



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 3, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 95)
PDMS No. 022007

Mr. Francis Courtney, II
President
The United Council of Civic
Associations of Anne Arundel
County, Inc.
P.O. Box 263
Glen Burnie, Maryland 21061

Dear Mr. Courtney:

This is to acknowledge receipt of your letter dated June 24, 1986 supporting the position of the Severn Improvement Association for the extension of Maryland Route 100 using Alternates 4 and 3-B. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript, and your comments will be addressed in the Final Environmental Impact Statement.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson

Note: For additional response, see page VI-105

VI-79

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

401

7903 Citadel Drive
Severn, MD 21144
June 28, 1986

PROJECT
DEVELOPMENT
DIVISION

JUL 2 2 07 PM '86

Ronald Moon
State Highway Administration
Project Development Division
P.O. Box 717, Baltimore, MD 21203

Dear Mr. Moon,

I am a resident of the community known as The Provinces, and am a member of the Provinces Civic Association. I attended the combined location/design public hearing on Maryland Route 100 on June 12, 1986.

I commute and travel regularly over Ridge Road (MD-713) between Annapolis Road (MD-175) and Dorsey Road (MD-176). Prior to April 1, 1986, I worked regularly at the Parkway Industrial Center on Dorsey Road, and I am fully aware of the severe traffic congestion in that area. From 1975 to 1978 I worked off of Elkridge Landing Road in Linthicum, so that I am also aware of the major increase in traffic over the past 10 years in the Route 100 corridor.

I feel very strongly that the proposed Route 100 extension from MD-3 to I-95 must be built as soon as possible to provide adequate roadways for both private and commercial transportation in this area.

I also urge the SHA to accept the obvious, overwhelming support shown at the meeting for ALTERNATE-4, combined with ALTERNATE-3B, and make the decision to build that alternate. Alternate-3 drew support only from one Anne Arundel County official, a representative of Westinghouse, one commercial developer, and a resident of the Timber Ridge development. It is an alternate that would have an extremely adverse impact on me, and my neighbors, as well as on many residents of other developments south of Dorsey Road. Blocking Harmons Road would greatly increase traffic on Ridge Chapel Road past Harmons Elementary School and would, I am sure, increase the travel distances for school buses serving that school. Placing a Route 100 interchange on Ridge Road south of Dorsey road would make Ridge Road an inviting alternative to MD-295 for many NSA commuters, increasing traffic on Ridge Road by over 30% (according to SHA projections) and seriously impacting traffic access to The Provinces and other Ridge Road communities. ALTERNATE-4 (with ALTERNATE-3B) will definitely help our local traffic problems. Alternate-3 helps the commercial developers at our expense.

Sincerely yours,



Michael C. Davie



Maryland Department of Transportation

State Highway Administration

402

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 29, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
PDMS No. 022007

Mr. Michael C. Davis
7903 Citadel Drive
Severn, Maryland 21144

Dear Mr. Davis:

This is to acknowledge receipt of your letter dated June 28, 1986 supporting Alternate 4, combined with Alternate 3B, for the location of the proposed Maryland Route 100. Your letter will be made a part of the official project record by being entered into the public hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views, and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development

LHE:ss

cc: Mr. N. J. Pedersen
Mr. E. H. Meehan
Mr. J. T. Johnson
Mr. R. E. Moon

Note: For additional response, see page VI-105

VI-81

My telephone number is 659-1106

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

403

June 29, 1986

Dear Sir,

As a thirteen year resident of the Provinces, I am concerned about plans for the new Route 100 freeway. I strongly support the alternate 4 plan with 3B east of Route 652. I would appreciate your help in this matter.

PROJECT
DEVELOPMENT
DIVISION
JUL 2 9 19 AM '86

Sincerely,

Joseph F. Ferrero

Joseph F. Ferrero

7898 North Cartier Ct.

Severn, Maryland 21144

404



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 3, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

Mr. Joseph F. Ferrero
7898 North Cartier Court
Severn, Maryland 21144

Dear Mr. Ferrero:

This is to acknowledge receipt of your letter of June 29, 1986 supporting a combination of Alternates 4 and 3-B for the proposed Maryland Route 100. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript, and will be considered before a final decision is made for this project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

- cc: Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Ronald E. Moon
- Mr. James T. Johnson

Note: For additional response, see page VI-105

VI-83

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

405

PAUL S. SARBANES
MARYLAND

OFFICES:

SD-332 DIKSEN SENATE OFFICE BUILDING
WASHINGTON, D. C. 20510
202-224-4824

1518 FEDERAL OFFICE BUILDING
BALTIMORE, MARYLAND 21201
982-4438

1110 FIDLER LANE
SILVER SPRING, MARYLAND 20910
889-8800

CUMBERLAND 732-8388

SALISBURY 946-4888

United States Senate

WASHINGTON, D.C. 20510

June 27, 1986

COMMITTEES

- IG. HOUSING AND URBAN AFFAIRS
- FOREIGN RELATIONS
- JOINT ECONOMIC

JUL 7 9 47 AM '86
 PROJECT DEVELOPMENT DIVISION

Hal Kassoff
 State Administrator
 State Highway Administration
 707 North Calvert Street
 Baltimore, Maryland 21202

Dear Mr. Kassoff:

I am enclosing for your review letters I received from several constituents. The letters raise some serious concerns about the alignment of Route 100. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide my constituents with an appropriate response.

Your attention to this matter is appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
 United States Senator

PSS/cso
 Enclosure

63 12 27

RECEIVED

763
 JUL 7 1986
 G-11

DIRECTOR, OFFICE OF
 PLANNING & PRELIMINARY ENGINEERING

The Honorable
Elizabeth Doles
Office of the Secretary
Federal Dept. of Transportation
Room 10200
460 7th ST.
Washington, D.C. 20590

June 17, 1986

THOMAS A. DIXON JR.
1677 RIDGE CHAPEL
HANOVER, MD 21076

Dear Secretary Doles:

A public hearing was held by the Maryland Highway Administration on June 12, 1986 at the Andover Senior High School in Linthicum, Maryland. This was a combined location and design public hearing on Maryland Route 100 from I-95 to Maryland Route 3 (I-97). All of the alternates were presented and by a vocal majority which included 9 Civic Associations and number of corporations, the alternate selected was freeway Alternate 4 connecting to 3B in Friendship Park to 301 (I-97). This was a decision rendered by both the Black and White communities and Buckingham State Nursery. We are hoping the Maryland Highway Administration will submit the result to your office for funding as soon as possible. If this does not happen, then the Federal Highway Aid Program which will expire in September is not likely to be approved by congress this year. It would be in the best interest of the total communities involved that the results be submitted to your office as soon as possible. The hearing was recorded.

Sincerely,

Thomas A. Dixon, Jr.

Thomas A. Dixon, Jr.
President
Harmans Civic Association

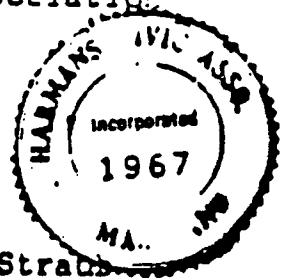
Maryland Highway Administration
Contract No. AA-682-101-570
PD MS No. 022007

The following are the project planning team:

Neil J. Petersen
Director
Office of Planning and
Preliminary Engineering
State Highway Admin.
North Calvert Street
Baltimore, Md.
(301) 659-1110

Mr. Edward H. Meehan
District Engineer
District 5
State Highway Admin.
138 Defense Highway
Annapolis, Md. 21401
(301) 841-5460

Mr. Gene Straub
Acting District
Engineer District 7
State Highway Admin.
P.O. Box 308
5111 Buckeystown Pike
Frederick, Md. 21701
(301) 662-1171



763 407



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 24 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate
Route 97)
PDMS No. 022007

**PROJECT
DEVELOPMENT
DIVISION
JUL 25 1 52 PM '86**

Mr. Thomas A. Dixon, Jr., President
Harmans Civic Association
7677 Ridge Chapel Road
Hanover, Maryland 21076

Dear Mr. Dixon:

This letter is in reference to your recent correspondence to Secretary Elizabeth Hanford Dole of the U.S. Department of Transportation and the Honorable Paul S. Sarbanes of the United States Senate. Senator Sarbanes forwarded your letter to my office and asked that I reply directly to you.

In regard to the Combined Location/Design Public Hearing held on June 12, 1986 at the Andover Senior High School in Linthicum, I would like to advise you that the purpose of this public hearing was not to select an alternate, but to present the results of our studies and to solicit public comment and testimony pertaining to the Draft Environmental Impact Statement and the alternates being considered for the proposed Maryland Route 100. The decision on the selection of an alternate will not be made until all comments received at and subsequent to the public hearing and as a result of the circulation of the Draft Environmental Impact Statement have been fully considered and evaluated. That decision will be made by this Administration and with the concurrence of the Federal Highway Administration.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

Note: For additional response, see page VI-105

HK:tlh
cc: Secretary Elizabeth Dole
Senator Paul Sarbanes

bcc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon
Ms. Angela B. Hawkins
Mr. James T. Johnson, Sr.

My telephone number is 659-1111

Teletypewriter for impaired Hearing or Speech
383-7555 Baltimore Metro — 585-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE
SERIOUS CONSIDERATION TO A CONFIGURATION
THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B
IN THE VICINITY OF FRIENDSHIP PARK. SUCH
ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND
COMMUNITIES. IT ALSO WILL RID PROJECT 100
OF THE STIGMA OF SEEMING RACISM.

Name Art Turner
Address 7864 Forestelli Place
Arundel, Md 21144

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE
SERIOUS CONSIDERATION TO A CONFIGURATION
THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B
IN THE VICINITY OF FRIENDSHIP PARK. SUCH
ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND
COMMUNITIES. IT ALSO WILL RID PROJECT 100
OF THE STIGMA OF SEEMING RACISM.

Name Phillip Small
Address 762 Queenstown Rd
Severn MD 21144

409



Maryland Department of Transportation

State Highway Administration

William K. Hellman
Secretary

Hal Kassoff
Administrator

JUL 31 9 44 AM '86
PROJECT
DEVELOPMENT
DIVISION

JUL 29 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Arthur Turner
7864 Bastille Place
Severn, Maryland 21144

Dear Mr. Turner:

I am responding on behalf of Senator Paul S. Sarbanes, to your comments concerning the Maryland Route 100 project and your support for a combination of Alternate 4 and Alternate 3-B in the vicinity of Friendship Park. We have received many comments on the Maryland Route 100 project since the public hearing, held on June 12, 1986.

We are currently reviewing all comments received. A final decision will not be made until all comments have been considered. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK:tlh

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr. ✓
- Mr. Ronald E. Moon
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

410



Maryland Department of Transportation

State Highway Administration

JUL 25 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

JUL 28 11 02 AM '86

PROJECT
DEVELOPMENT
DIVISION

Mr. Phillip Small
762 Queenstown Road
Severn, Maryland 21144

Dear Mr. Small:

I am responding on behalf of Senator Paul S. Sarbanes, to your comments concerning the Maryland Route 100 project and your support for a combination of Alternate 4 and Alternate 3-B in the vicinity of Friendship Park. We have received many comments on the Maryland Route 100 project since the public hearing, held on June 12, 1986.

We are currently reviewing all comments received. A final decision will not be made until all comments have been considered. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jf.
- Mr. Ronald E. Moon ✓
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-89

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE
SERIOUS CONSIDERATION TO A CONFIGURATION
THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B
IN THE VICINITY OF FRIENDSHIP PARK. SUCH
ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND
COMMUNITIES. IT ALSO WILL RID PROJECT 100
OF THE STIGMA OF SEEMING RACISM.

Name

Address

Mailing Address

James P. [Signature]
4025 Quakerstown Rd. Severn Md 21144
P.O. Box 902 Glen Burnie Md 21041

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE
SERIOUS CONSIDERATION TO A CONFIGURATION
THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B
IN THE VICINITY OF FRIENDSHIP PARK. SUCH
ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND
COMMUNITIES. IT ALSO WILL RID PROJECT 100
OF THE STIGMA OF SEEMING RACISM.

Name

Address

James J. [Signature]
7468 Race Road
Hanover MD 21076-1115

412



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 25 1986

28 11 02 AM '86
DIVISION

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Joseph Rogers
P.O. Box 902
Glen Burnie, Maryland 21061

Dear Mr. Rogers:

I am responding on behalf of Senator Paul S. Sarbanes, to your comments concerning the Maryland Route 100 project and your support for a combination of Alternate 4 and Alternate 3-B in the vicinity of Friendship Park. We have received many comments on the Maryland Route 100 project since the public hearing, held on June 12, 1986.

We are currently reviewing all comments received. A final decision will not be made until all comments have been considered. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon ✓
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

VI-91

413



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 29 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

JUL 31 9 44 AM '86
PROJECT
DEVELOPMENT
DIVISION I

Ms. Irene Hebron
7468 Race Road
Hanover, Maryland 21076-1114

Dear Ms. Hebron:

I am responding on behalf of Senator Paul S. Sarbanes, to your comments concerning the Maryland Route 100 project and your support for a combination of Alternate 4 and Alternate 3-B in the vicinity of Friendship Park. We have received many comments on the Maryland Route 100 project since the public hearing, held on June 12, 1986.

We are currently reviewing all comments received. A final decision will not be made until all comments have been considered. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1111

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717



514
PROJECT DEVELOPMENT
DIVISION
JUL 0 3 06 PM '86

June 30, 1986

Mr. Ronald Moon
Project Engineer
Maryland Department of Transportation
State Highway Administration
Office of Planning and
Preliminary Engineering
Box 717
Baltimore, MD 21203

RE: Maryland Route 100 Extension from I-95 to Maryland
Route 3 (I-97)

Dear Mr. Moon,

Red Roof Inns is currently operating a motel at the Southwest quadrant of the Baltimore-Washington Parkway at Dorsey Road (Rt. 176) in Anne Arundel County. The property lies at the south entrance to the Parkway Industrial Center.

On Thursday, June 12, 1986 a Red Roof Inns representative attended a combined location/design review public hearing to learn about the various alternatives currently under consideration for the extension of Maryland Route 100 from I-95 to Rt. 3 in Glen Burnie, Maryland.

What we learned was very disturbing.

Under the Alternate Number 3 scenario, the intersection of the Baltimore-Washington Parkway at Dorsey Road would become a closed interchange with access to the Parkway Industrial Center becoming unusually cumbersome and potentially dangerous (a single turn access would be replaced with 4 turns including a 270 degree off ramp with an abrupt left merge and left hand turn into the Parkway Industrial Center).

Alternate #3 of the Maryland Route 100 extension significantly compromises access to this established hospitality interchange and represents a harsh solution to the Dorsey Road traffic congestion problems. The Alternate #4 location of Rt. 100 represents a reasonable and attractive compromise while it simultaneously relieves the traffic congestion on Dorsey Road.

Mr. Ronald Moon
June 26, 1986
Page Two

We strongly urge your reconsideration of the Maryland Route 100 extension in favor of the Alternate #4 northern route.

Best regards,

RED ROOF INNS, INC.



William Denk
President

WD:lp

cc: Dale L. Ross
Howard Johnsons Motor Lodge at Dorsey Rd.
6101 Montrase Rd. #400
Rockville, MD 20852-4816

William F. Grovermann
Department of Economic and Community Development
45 Calvert Street
Annapolis, MD 21401



M. Hall

Maryland Department of Transportation

State Highway Administration

416

William K. Hellmann
Secretary
Hal Kassoff
Administrator

August 13, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

Mr. William Denk, President
Red Roof Inns, Inc.
4355 Davidson Road
Hilliard, Ohio 43026-9699

Dear Mr. Denk:

This is in reference to your letter of June 30, 1986 concerning the proposed extension of Maryland Route 100 from Interstate Route 95 to Maryland Route 3. I would like to thank you for having a representative of your company attend the Public Hearing in June and for letting us know of the concerns you have with the alternates being considered for the location of this proposed highway.

We appreciate your views and the concerns you have with the proposed construction of Maryland Route 100. I want to assure you they will be fully evaluated and will receive every consideration before an alternate is selected for Maryland Route 100.

Thank you for writing and letting us know of your concerns. Your letter has been made a part of the official project record by being entered into the Public Hearing transcript. You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

By: *Ronald E. Moon*
Ronald E. Moon
Project Manager

Note: For additional response, see page VI-105

LHE:REM:tlh
cc: Mr. N. J. Pedersen
Mr. E. H. Meehan
Mr. J. T. Johnson, Sr.

My telephone number is 659-1106
Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

417

PROJECT DEVELOPMENT DIVISION
Jul 1 2 08 PM '86

1915 Hilltop Road
Jessup, Maryland 20794

June 30, 1986

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Draft Environmental Impact
Statement/Section 4(f) Evaluation

Dear Mr. Ege:

I have carefully reviewed the DRAFT ENVIRONMENTAL IMPACT STATEMENT/
SECTION 4(f) EVALUATION for Maryland Route 100.

In my opinion, a combination of two alternates should be adopted to provide an acceptable east/west highway. Alternate 4 should be used from Interstate 95 to about the area of WB&A Road (north of Burleytown) and Alternate 3 Option B can be used from approximately WB&A Road to the Interstate 97/Route 3 interchange.

The Alternate 4-3B corridor appears to be better suited for the impact of a major highway since a majority of the land in that corridor is proposed or actual industrial use due to the close proximity of the airport. The passage of the highway through undeveloped or partially developed land with sparse residential population would have less displacements of homes and businesses. With using the Alternate 3B from north of Burleytown to the interchange with Route 3/I97, I count twenty residential and two business displacements according to the maps of Alternates 3 and 4 in the study.

I am concerned about the noise level impacts to residents already settled in this Alternate 4-3B corridor or any of the alternates which may be adopted. I understand that noise from raised roads affects a greater area than noise from roads level to the ground and that roads in cuts provide a suitable way to reduce the noise especially in non-congested areas. Since the draft indicates that building barriers is not feasible for many of the noisy, sensitive areas, I expect that the State Highway Administration will utilize road design and any other planning as a means to reduce the noise generated by Maryland Route 100. Alternate 4, I believe, can give the planners more flexibility in addressing noise reduction since there are fewer established communities (housing developments) within close proximity.

Mr. Louis H. Ege, Jr.
June 30, 1986
Page Two

In considering the controversy regarding the airport, I know that the Maryland State Aviation Admin. is opposed to Alternate 4. However, I feel that we must protect the individuals of our established communities especially south of Dorsey Road between Route 1 and Old Telegraph Road from the adverse affects of a major highway. We are already exposed to the airport noise. I trust there is an abundance of ingenuity to overcome any obstacles to airport expansion if Alternate 4 is adopted.

My proposal should not affect the Smith Farm. However, it will have a tremendous impact on Patapsco Valley State Park and Friendship Park. I see giving up the 36 acres of parkland as a trade-off for an individual's right to protect his welfare and property in the midst of tremendous pressures for economic development by the State and County.

The final document should be changed to reflect data compiled from the combination of Alternate 4-3B proposal. These comments do not reflect the opinion of the Jessup Improvement Association since we have not had a meeting in which the matter could be voted upon by the general membership. Thank you for this opportunity to respond to such a major project.

Sincerely,

Barbara Studer
Barbara Studer

BS/lms



Maryland Department of Transportation

State Highway Administration

419

William K. Hellmann
Secretary

Hal Kassoff
Administrator

August 4, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Ms. Barbara Studer
1915 Hilltop Road
Jessup, Maryland 20794

Dear Ms. Studer:

This is to acknowledge receipt of your letter dated June 30, 1986 supporting Alternate 4, combined with Alternate 3-B, for the location of the proposed Maryland Route 100. We appreciate your review of the Draft Environmental Impact Statement and the concerns you have expressed in regard to the impacts resulting from the construction of this project. I would like to assure you that they will be fully considered before any decisions are made and that your concerns will be addressed in the Final Environmental Document.

Your letter has been entered into the public hearing transcript and made a part of the official project record. Via the project mailing list, you will be kept aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson

Note: For additional response, see page VI-105

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-98

420

The Provinces Civic Association
P.O. Box 313
Jessup, Maryland 20794

June 23, 1986

Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
Box 717
Baltimore, Maryland 21203

RECEIVED
740
JUN 26 1986
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING
DEVELOPMENT
DIVISION
08 PM '86

Greetings:

The Board of Directors of the Provinces Civic Association favor Alternate 4, with Alternate 3B east of Rt. 652 and 170, for the location of the new Maryland Rt. 100 between I-95 and Rt. 3 (I-97). The Provinces Civic Association has over 250 members and represents the 900 homeowners in the Provinces subdivision at Ridge and Severn Roads in Severn, Maryland. Our community is approximately one mile from the proposed Alternate 3 location and two miles from the proposed Alternate 4 location. We favor Alternate 4 for the following reasons:

- 1 - Alternate 4 displaces less residences than Alternate 3.
- 2 - Alternate 4 does not affect any historical or archeological sites.
- 3 - Alternate 4 requires far less residential right-of-way, affects less woodland, less wetlands, and less flood plain than 3B.
- 4 - Alternate 4 would REDUCE Ridge Road traffic past our homes by 30-35%. Alternate 3 would INCREASE Ridge Road traffic past our homes by 37%.
- 5 - Alternate 4 put this industrial/commuter oriented freeway in the industrial zone where it belongs. Alternate 3 puts it right through a residential area!
- 6 - Alternate 4 would not change any roads south of Dorsey Road, just decrease their traffic flow. Alternate 3 would close Harmans Road access to Dorsey Road and possibly congest and complicate the new Ridge Road access to Dorsey Road. The Alternate 3 changes could increase emergency service response times to our community and others nearby.
- 7 - Alternate 4 is favored by the Anne Arundel County Police Department.
- 8 - Alternate 4 will cost NINETEEN to TWENTY NINE MILLION DOLLARS LESS than Alternate 3.
- 9 - Alternate 3 only helps the industrial developers and outside commuters at the expense of local residents. Alternate 4 helps everyone!

Please maximize the benefit of this much needed freeway, and improve the quality of life for our residents by selecting Alternate 4, with the 3B alternate east of Rt. 652 to help Queenstown residents. Thank you.

Yours truly,
Laurie Ortel-Daniels
Laurie Ortel-Daniels
VI-99 President



Maryland Department of Transportation

State Highway Administration

421
William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 24, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to Maryland
Route 3 (Interstate Route 97)
PDMS No. 022007

Ms. Laurie Ortel-Daniels
President
The Provinces Civic Association
P.O. Box 313
Jessup, Maryland 20794

Dear Ms. Ortel-Daniels:

This is to acknowledge receipt of your letter dated June 23, 1986 supporting Alternate 4, with Option 3-B east of Maryland Route 652, for the location of the proposed Maryland Route 100. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views, and those of the Board of Directors of the Provinces Civic Association, and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
~~Mr. Ronald E. Moon~~
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1110

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-100

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME Patterson / Mosher DATE 6-12-86

PLEASE PRINT ADDRESS 113 Otis Drive

CITY/TOWN SEVERN STATE md ZIP CODE 21144

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

It seems apparent from the public hearing that the majority of local communities and businesses along the proposed Rt. 100 extension are united in their opposition to Alternate 3 and united in their support for Alt. 4 with 3b. Issues of local traffic, environmental impact on the Buckingham Tree Nursery, etc. on the nearby communities have all been stated forcefully. BUILD THE ROAD SOON!

- Please add my/our name(s) to the Mailing List.*
- Please delete my/our name(s) from the Mailing List. VI-101

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

423



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

July 9, 1986

RE: Contract No. AA 682-101-570 N
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Patterson Mosher
113 Otis Drive
Severn, Maryland 21144

Dear Mr. Mosher:

This is to acknowledge receipt of your comments dated June 12, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson, Sr.

Note: For additional response, see page Vi-105

My telephone number is 659-1130

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-102

424

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
JUN 26 9 00 AM '86

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME SKIP CASE % CASEY MILLER BORRS + BURNS DATE 13 JUN 86

PLEASE PRINT ADDRESS 5457 TWIN KNOLLS RD. SUITE 305

CITY/TOWN COLUMBIA STATE MD. ZIP CODE 21045

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

I THINK ALTERNATE #4 IS THE BEST.

WHEN WILL THE FINAL ROUTE BE CHOSEN?

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List. VI-103

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

425



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

July 9, 1986

RE: Contract No. AA 682-101-570 N
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Skip Case
c/o Casey, Miller, Borris & Burns
5457 Twin Knolls Road
Suite 305
Columbia, Maryland 21045

Dear Mr. Case:

This is to acknowledge receipt of your comments dated June 13, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript. A decision will not be made on a final alternate until all comments received during and subsequent to the Public Hearing have been evaluated.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning this project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

- cc: Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Ronald E. Moon ✓
- Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-105

My telephone number is 659-1130

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Additional response to letters from:

A. M. Heygster

Munson Heights Community, dated 19 June 1986

Bengston, DeBell, Eikin & Titus, P.C., dated June 2, 1986 and June 19, 1986

Francis Courtney II, dated June 24 1986

Michael C. Davie, dated June 28, 1986

Joseph F. Ferrero, dated June 29, 1986

Thomas A. Dixon, Jr., dated June 17, 1986

Art Turner

Phillip Small

Joseph Rogers

Irene Hebron

William Denk, dated June 26, 1986

Barbara Studer, dated June 30, 1986

Laurie Ortel-Daniels, dated June 23, 1986

Patterson Mosher, dated June 12, 1986

Skip Case, dated 13 June, 1986

The selected alternate, **Alternate 3B (Modified)**, was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. **Alternate 3B (Modified)** incorporates several design changes of the "historical" alignment (Alternate 3-Option A) that has resulted in a reduction of the number of residences displaced by MD Route 100 from 43 to 22. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate. **Alternate 3B (Modified)** includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities.

427

CYNTHIA E. YOUNG
ATTORNEY AT LAW
1202 WEST STREET
ANNAPOLIS, MARYLAND 21401
(301) 269-7699

May 15, 1986

PROJECT
DEVELOPMENT
DIVISION
MAY 19 12 19 PM '86

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203-0717

Re: Contract No. AA-682-101-570
Md. Route 100 from I-95 to I-97
PDMS. No. 022007

Dear Mr. Ege:

I am writing you on behalf of PATH (Preserve Arundel Trails for Horses).

PATH is concerned that the above project may have the effect of severing bridle trails from Andover and Friendship Parks to Queenstown Park and south along WB&A Road. Mr. John T. Keene of the Anne Arundel County Parks Department has already addressed this problem in his letter to you of March 17, 1986.

We would appreciate a culvert or other underpass so that our trail system will not be forever disrupted. Attempting to pass under 100 amid traffic on a roadway is extremely dangerous unless there is trail space left which is separated from the roadway by a guard rail or curb. Drivers cannot always see a horse on a road shoulder at dusk in such a location. Therefore, the culvert proposed by Mr. Keene would be greatly appreciated by us and could also serve as a pass-through for Sawmill Creek.

I have in my possession drawings for the design of such an underpass, which I could make available to you if you need them. Let me know what PATH can do to help.

Please do not cut forever what has taken many years of hard labor for us to accomplish. Please provide for PATH and leave our trail intact. Thank you.

Very truly yours,
Cynthia E. Young
Cynthia E. Young

CEY:nv
cc: John T. Keene



Ron

Maryland Department of Transportation

State Highway Administration

428

William K. Heilmann
Secretary

Hal Kassoff
Administrator

June 3, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
I-95 to Maryland Route 3
PDMS No. 022007

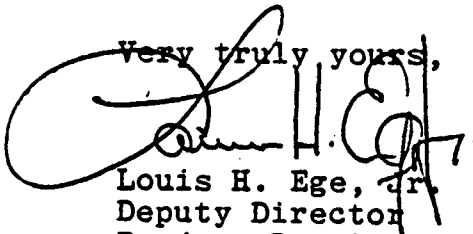
Ms. Cynthia E. Young
Attorney at Law
1202 West Street
Annapolis, Maryland 21401

Dear Ms. Young:

Thank you for your letter dated May 15, 1986 expressing your concerns on behalf of PATH (Preserve Arundel Trails for Horses) as they relate to the Maryland Route 100 project.

Please be advised that during the final development phase of our studies PATH's interest will be given every consideration and efforts will be made to develop a feasible solution.

If you should have any questions or require any information please feel free to contact the project Manager Mr. Ron Moon at 659-1106.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:cd

- cc: Mr. N. J. Pedersen
- Mr. E. H. Meehan
- Ms. C. D. Simpson
- Mr. R. E. Moon

VI-107



The Liberty Tree Project
P.O. BOX 8446
ANNAPOLIS, MARYLAND 21403

May 5, 1986

429

RECEIVED

#632
MAY 8 1986

E-24

GENERAL OFFICE OF
PLANNING & PERMITTING ENGINEERING

Mr Hal Kassoff
State Highway Administrator
Maryland Department of Transportation
P. O. Box 717
Baltimore, Maryland 21203-0717

Gentlesir:

Thank you for the Public Notice, as of May 1st, concerning proposed construction of Maryland Route 100 south of BWI Airport. We would like to have a copy of the Draft Environmental Impact Statement because several versions of the proposed highway would cut through the Maryland State Tree Nursery in several ways. If this is not possible, we must think that the availability of Statements seems well intended, but it is inadequate. The hours in which the statement is open for inspection may correspond to the Department's schedule, but this discriminates--like the Library of Congress is now doing--against those who have to be elsewhere at work then. The locations also are certainly spread-out, if not wide-spread. In order to remedy, at least in part, these inadequacies, please arrange to place the Draft Environmental Impact Statement at:

PROJECT
DEVELOPMENT
DIVISION
MAY 8 1 58 PM '86

- The Maryland Agricultural Experiment Station, And The University of Maryland, College Park, Maryland, 20742
- The Department of Natural Resources Library, and the Maryland State Library, Rowe Boulevard, Annapolis, Maryland 21401
- The Enoch Pratt Free Library, Cathedral Street, Baltimore, Maryland.

Thus may better opportunity for study and comment be open to more, if not all.

Copies: Board of Public Works
The General Assembly
The Agricultural Experiment Station
The State Library
the press

Truly,
Arthur Kungle Jr.
Arthur Kungle Jr
President



Maryland Department of Transportation

State Highway Administration

430

William K. Heilmann
Secretary

Hal Kassoff
Administrator

MAY 22 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

MAY 23 9 30 AM '86

PROJECT
DEVELOPMENT
DIVISION

Mr. Arthur Kungle, Jr., President
The Liberty Tree Project
Post Office Box 3446
Annapolis, Maryland 21403

Dear Mr. Kungle:

In response to your letter dated May 5, 1986, I am forwarding you a copy of the Draft Environmental Impact Statement for the Maryland Route 100 project.

The Environmental Impact Statement has been placed in locations convenient to those living in the project area. The document is available at the Linthicum Library, which has evening hours.

Should you require any further information, please contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Sincerely
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh
Attachments

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
~~Ms. Cynthia D. Simpson~~
~~Mr. Ronald E. Moon~~

VI-109

My telephone number is 659-1111

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383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

431



The Liberty Tree Project
P.O. BOX 3446
ANNAPOLIS, MARYLAND 21403

July 5, 1986

PROJECT
DEVELOPMENT
DIVISION
JUL 7 10 19 AM '86

Mr Louis H. Edge Jr
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Room 310
Baltimore, Maryland 21202

Gentlesir:

In comment on the Draft Environmental Impact Statement for Maryland Route 100, it is totally inadequate with regard to the Maryland State Forest Service Buckingham Tree Nursery. More generally the Environmental Assessment Form (x-xiv) often answers no what could be yes, i. e. 12, 15, 22, 26-30, 40-47.

With regard to the Tree Nursery, the Statement considers: Stoney Run but not as it goes through the nursery; area parks but not the restorer of parks; threats to flora but not to the sustaining flora of the nursery; threats to water supply but not danger and damage to the rebuilder of forests (see J. Evelyn, Sylva, 1662); threats from air pollution to people but not to plants or soils; costs of moving and building but not really with regard to the Tree Nursery; future impact to the area but not for Maryland and Delaware if we lose one of our best means of countering clearing, concrete--the death of soils and life, and development--which is destruction.

Other serious considerations for us include some probably less familiar to you and the Highway Administration's distinguished analysts: Genetic diversity in species as well as among species (see N. Myers, GAIA, 1985), and paths for plants to move and soils to grow (see LTP's Sylva, herba and terra--as Time moves on, 1985), the effect of local as well as long distant transport of air pollutants (see, EPA's Acid Deposition and Air Pollutant Transport 198 & AMVA's "Auto Emissions Conference" Baltimore, 1986). Only a road over, and not through, the Tree Nursery is acceptable--with no fill, no run-off, no leaching, no poisoning water or soil. It is no answer to say the nursery could be moved because if we can't learn to live in a sustainable and non-destructive way here and soon, how in heavens name can we expect to do so somewhere and sometime hence? Land Use or Abuse? (Leider, 1986) Nature's Garden for Victory and Peace (Carver, 2/14/42), 'In the end men will destroy the earth.' (Schweitzer, 20th cent.) "Which shall it be?" (Wells, Of Things to Come).

Alternate 3 would go through the tree nursery, alternate 4 through the airport--to which it too objects--but a buried road through the edge of the BWI airport could safely allow planes to taxi and fly over.

Copies as appropriate

Sincerely,

Arthur Kungle Jr, President and for
The Liberty Tree Project

Response to letter from Arthur Kungle Jr., dated July 5, 1986:

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate. Coordination with the Maryland Department of Natural Resources concerning the Buckingham Forest Tree Nursery has been ongoing throughout this project. In addition, a study of the impact of the project on the nursery was performed and is available for review at the State Highway Administration Library, 707 N. Calvert Street, Baltimore, Maryland and at all State Depository Libraries.

RECEIVED

#691
JUN 11 1986

433

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Dear Gentlemen, (s)

I am a member of Mt. Pilgrim Baptist church, and have been a member as far back as far as I can remember. My name is Frank Mundell and I am 15 years old. I feel that you should not tear it down for one good reason, and that's because of Phillis Mundell. Phillis Mundell ~~was~~ went to Mt. Pilgrim ever since she was born, and so did her parents, and she died when I was born at 7 months. I am her son, and Phillis Mundell is ~~my~~ ^{was} mother. So, I think that you should let the church stay and try to think of a new way to build a road.

Sincerely,
Frank Mundell

RECEIVED

#691
JUN 11 1986

DIRECTOR, OFFICE
PLANNING & PRELIMINARY ENGINEERING

434
Re: ~~concern~~ et May Concern;

I have lived here on Dorsey Rd and have attended Mt. Pilgrim Baptist Church most of my life. It saddens me to think that in just a few short months the possibility of losing this privilege is great.

Not only would I be losing my Church Home but I stand to lose the final resting place of my Daughter and other family and friends who hold a special place in my heart. This church does hold fond memories for all who came here since it was built in 1921. Almost a century of inspiring old and young Christians alike, it seems a waste to tear down a church to make room for a highway. All the neighbors in surrounding areas had started here from

a child and although many
 have left to attend other
 churches that has been since
 built, we all have good close
 relationships one with another.
 I know that progress is good
 but it can be consisted of both
 the old and the new. Progress
 never has to be destroying all the
 old to make room for only the
 new - for if this were true our
 world would have no need for
 all the knowledge gained from the
 early inventors, discoverers, and
 agricides. For this reason I
 ask of you - please find a way
 to build around our church and
 cemetery. Compromises can be
 made in order to make ~~us~~
 more people happy; if only
 the time is taken to do so.
 Put you family & church in our
 place, surely you can't help
 but have compassion for us.
 Then you'll be fair in de-
 ciding on this issue. I still

have hope in my heart that
God will give you a change
of heart on the place where our
Church stand,

It would never be the
same - with out my church
next door, and it would
surely sadden my heart to
look out only to find that
I no longer can go to worship
there, it would be sad
indeed.

Truely Yours,
Victoria Rundell

A member of
Mt. Pilgrim Bapt.
Church.

437



Maryland Department of Transportation

State Highway Administration

July 21, 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Frank Mundell
Ms. Victoria Mundell
Mount Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Mr. Mundell and Ms. Mundell:

This letter has been written in care of the Mount Pilgrim Baptist Church due to the lack of return address information.

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that every consideration is being given to minimize the impacts as presented at the recent Public Hearing. We are currently evaluating means to lessen impacts to the church property. No decisions will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
~~Mr. Ronald E. Moon~~
Ms. Angela B. Hawkins

Note: For additional response, see page VI-144

VI-116

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

To: Whom it May Concern!,

Once upon a time in America, the Land of the Free and the Home of the Brave, it had been said that - "A Man's home is his Castle". Thus being true - How much more shall the House of God be looked upon. As there nothing left in our world today to be held as sacred ! You have taken our homes and we - for the sake of advancement, reluctantly moved on. We know that change and progress is inevitable, but at what price must it cost us.

Mt. Pilgrim Baptist Church was built in 1920-1921,

And from that time - it
has seen the neighbors
from Queenstown Md,
Matthews' Town, Sewell
Town and Dorsey Md,
Come in for worship.

Mt. Pilgrim has grown
in many ways and our
hope is that with God
on our side, it will
continue to progress. It
may seem like 60 yrs
should not be taken
into consideration, but
I say that our nation
has saved many statues
and monuments, even
homes of famous historians
that was even younger.

You may look at
our outward appearance,
and feel why save this
long time-old - seemingly
worthless building. Is this

I say, let us remember,
"Don't judge a book
by its cover"; For only
when the pages are
closely read and examined
can we come to a
conclusion of its value,
content and worth.

When you come in
you'll find a place
of warmth, close family
ties both spiritual and
~~physical~~ physical. Through-
out these 60 yrs. we have
made lots of friends
who started out in this
Church and although they
have moved on we
still keep in close
contact. Many of these
along with those of us
who remain have laid
our love one to rest
here. We would not
want to see them dis-

turbed. Why moved the
 remains when there is
 other land that can
 just as easily be chosen
 for this road. Again
 I say "don't anything
sacked anymore! Before
 you decide to take our
 Church and our secretary
 I beg of you - in the
 name of justice in the
 name of ~~the~~ all that
 is Holy I pleas! - please!
 Allow us to keep what
 we have started and
 begun from 1920 until
 today! Let your sense
 of right prevail in this
 matter.

Sincerely, yours
 Mrs. Lora Weston
 (a member of Mt. Pleasant
 Baptist Ch.)

to be combined ⁴⁴²
w/ #682

I don't want you to
tear down the church
and the cimitary
because I have love
ones in there and
thats the only
church I go to on
Sunday and you
can put the road
some where else.

Angela Weedon
age - 10
a member of
Mt. Pilgrim Baptist
Church on Dorsey Rd.

RECEIVED

JUN 1966

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

RECEIVED

#1082
JUN 9 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

443
11733 South Laurel Dr
Laurel, MD 20708

PROJECT
DEVELOPMENT
DIVISION

JUN 9 11 14 AM '86

To whom it May Concern:

I'am a member of Mount Pilgrim Baptists Church and I've heard about the road constructors thinking about tearing down our church to make another road. You dont just want to tear down the church but you want to remove the cemetary also.

I was hurt when I heard what you have planned to do. It has been there for so long. It has been there for 60 years. My Great Grand Parents went to that church. It might be an old worn out building to you, but to me its a beautiful place to warship God's name, and many beautiful memories. We put so much time and effort into that church to make it something for ~~us~~ us to be proud of. And you want to come along and destroy all of our hard work we put into that church.

If you dont feel a bit of sorrow or guilt when you think about tearing

but memous, and alot of hard
work.

Sincerely

Nanette Weedon age 15

(A member of Mount

Belgium Baptist Church)

P.S.

We are not going to give up our
Church without a fight. We will fight
till the finish. I pray that the
Lord will touch your heart and minds
and make you decide in our favor, and
leave our church alone!

445



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 21, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mrs. Lora Weedon
Ms. Nanette Weedon
Ms. Angela Weedon
11733 South Laurel Drive
Laurel, Maryland 21078

Dear Mrs. Weedon, Ms. Weedon, and Ms. Weedon:

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that every consideration is being given to minimize the impacts as presented at the recent Public Hearing. We are currently evaluating means to lessen impacts to the church property. No decisions will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon
Ms. Angela B. Hawkins

Note: For additional response, see page VI-144

VI-124

My telephone number is 659-1110

446

RECEIVED

#695
JUN 1 1986

6-1-86

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

To whom it may concern,

I'm a member of Mt. Pilgrim Baptist church. The reason why I'm writing this letter is because I'm concerned about the moving of the church and the graves. I think they should be left alone. ¹ rest in peace; ² because I would not want my grandparents and family members to be moved. The church has been up for almost 70 years. I think it should be left alone and not just to be moved for a road. You have already made four lanes! How many more do you want? I sure you could make another road ~~for~~ some other place.

Sin,

Louisa Ross = age 13

PROJECT
DEVELOPMENT
DIVISION

JUN 11 4 28 PM '86



Maryland Department of Transportation

State Highway Administration

447
William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 14, 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Ms. Tonya Ross
Mount Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Ms. Ross:

This letter has been written in care of the Mount Pilgrim Baptist Church due to the lack of return address information.

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that we are investigating means to try to minimize the impacts as presented at the recent Public Hearing. No decision regarding alternatives will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon ✓
Ms. Angela B. Hawkins

Note: For additional response, see page VI-144

VI-126

My telephone number is 659-1110

448

To Whom It May Concern:

I am a member of Mount Pilgrim Baptist Church. I do not feel that the church and it's grounds should be destroyed for a highway. I am sure you can find a better area to build your highway without destroying our church and it's ground around it.

I am sure you are aware that we have loved ones buried on the church grounds. Surely, you would not like for anyone to remove your loved ones from their resting place. The thought of this makes me ill. I pray night and day that this will not happen.

If the shoe was on the other foot how would you feel and what would you do?

Please take into consideration that this church has been a landmark in our community for many years.

Let your conciencious be your guide, and take your time and consider all the facts and feelings of the community before you make such a drastic decision.

Sincerely,
Beverly Dow
Sister Beverly Dow

PROJECT
DEVELOPMENT
DIVISION

JUN 11 4 28 PM '86

RECEIVED
#692
JUN 11 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

449
William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 11, 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Sister Beverly Dow
Mount Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Sister Dow:

This letter has been written in care of the Mount Pilgrim Baptist Church due to the lack of return address information.

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that we are investigating means to try to minimize the impacts as presented at the recent Public Hearing. No decision regarding alternatives will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon ✓
Ms. Angela B. Hawkins

Note: For additional response, see page VI-144

VI-128

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

My name is Rodney Wise
 I am a member of Mt Pilgr
 Baptist. I have been one
 since I was born. My mother
 started there, so do her mother and
 all the family before us. This
 is not just a family church. all
 surrounding neighborhood. Now
 if you want to build look at
 all the areas in back
 of us. and there would be
 not need to brother our
 church.

Rodney Wise
 14 yrs.

RECEIVED

#686
 JUN 11 1986

DIRECTOR, OFFICE OF
 PLANNING & PRELIMINARY ENGINEERING

JUN 11 4 28 PM '86

PROJECT
 DEVELOPMENT
 DIVISION

My name is Shawn Wise.
 And I have been a member
 OF Mt. Pilgrim Baptist Church
 Since I was born. I am 11
 years old. And I think this is
 very unnecessary, to take our
 church and GRAVE site.
 Our church has been here for
 about 60 years. If you want
 to build more highways there
 are many surrounding area
 to do so with ~~out~~ disturbi
 the resting place, and our
 church. Please consider this
 letter. This ~~is~~ was the first
 church in our area and
 is the one I started at.

Shawn Wise
 11 yrs. old

RECEIVED

#686
 JUN 11 1986

DIRECTOR, OFFICE OF
 PLANNING & PRELIMINARY ENGINEERING

JUN 11 4 28 PM '86

PROJECT
 DEVELOPMENT
 DIVISION

combine w/ 452
#686

my name is CRAIG WISE
And I am a member of Mt. Pilgrim
Baptist Church

~~When~~ The news about the
Church and GRAVES may
be destroyed is very upsetting
to me. Why must this be done
of all the areas to build
new highways, why can't it be
done some place else. I
would like to continue at
Mount Pilgrim Baptist Church on
Dorsey Rd.

CRAIG WISE
13 YRS.

RECEIVED

JUN 10 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

VI-131

no address 453
provided

To whom it May Concern;

Mt Pilgrim Baptist
Church has been
my Church home
since the day I was
born. I come there to
find peace & joy, ~~and~~
inspiration and spiritual
guidance for my life.
This has been the
Church home of my
parents & their parents
before them. It would
be a terrible waste
to tear down such a
place that has inspired
the people of many
neighborhood surrounding
Mt. Pilgrim.

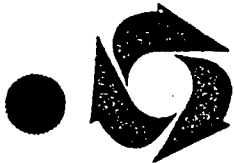
RECEIVED

#686
JUN 10 1986

Sylvia Wise
33 YRS.

CL. F. S. T. E. OF
PLANNING & ARCHITECTURAL ENGINEERING

454



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

July 28, 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mrs. Sylvia Wise
Ms. Shawn Wise
Mr. Rodney Wise
Mr. Craig Wise
Mount Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Mrs. Wise, Ms. Wise, and Messrs. Wise:

This letter has been written in care of the Mount Pilgrim Baptist Church due to the lack of return address information.

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that every consideration is being given to minimize the impacts as presented at the recent Public Hearing. We are currently evaluating means to lessen impacts to the church property. No decisions will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon
Ms. Angela B. Hawkins

Note: For additional response, see page VI-144

VI-133

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

June 1, 1986

To whom it may concern:

Concerning the Church and it's property located at 1429 Harsey Road, Hanover MD. 21076, MOUNT PILGRIM BAPTIST CHURCH HAS been a great aid to this community for such a long time and is still aiding those which are in need. Mount pilgrim has become a part of our life and we don't wish to depart from it or it from us. We have love ones laid to rest on the grounds and we don't want them disturbed. We feel that there is a nother route that could be used instead of this plan route which would interfere with our services to the ALMIGHTY GOD.

THANKS,

Charles E. Mundell

Charles E. Mundell

Rosie B. Wheeler

Rosie B. Wheeler

William F. Wheeler

William F. Wheeler

RECEIVED

JUN 1 1986 #693

DIRECTOR
PLANNING & PRELIMINARY

JUN 11 4 28 PM '86
PROJECT DEVELOPMENT DIVISION



Maryland Department of Transportation

State Highway Administration

July 21, 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Charles R. Mundell
Mr. William F. Wheeler
Ms. Rosie B. Wheeler
Mount Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Mr. Mundell, Mr. Wheeler, and Ms. Wheeler:

This letter has been written in care of the Mount Pilgrim Baptist Church due to the lack of return address information.

In response to your letter concerning the Mount Pilgrim Baptist Church as it relates to the Maryland Route 100 project, I want to assure you that every consideration is being given to minimize the impacts as presented at the recent Public Hearing. We are currently evaluating means to lessen impacts to the church property. No decisions will be made until these studies have been completed.

Thank you for your letter, and if you should have any questions, please feel free to contact the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon ✓
Ms. Angela B. Hawkins

Note: For additional response, see page VI-

VI-135
My telephone number is 659-1110

June 10, 1986

Dear Mr. Pedersen,

I have only one question to pose to you. Why?

I realize that we are living in a fast paced world, where there must be changes to enhance and make progress; but WHY should we destroy what has gone on before?

Yes, I know you have heard all of this before, but not from me and not for the cause of the most sacred thing that I know of. GOD'S house of worship and resting place for his saints.

There are many sentimental and spiritual reasons that I could give for not wanting Mt. Pilgrim Baptist Church and it's ground destroyed, but somehow I don't think that they would be good enough in the eyes of "Progress". So I will ask my one and only question. WHY?

WHY have you decided to take our church and cemetery? There is vacant ground next door to our church for at least a mile long, headed in the direction of Washington Boulevard. This does not take into consideration how wide this area stretches, but it is there.

WHY take away something that can scatter GOD'S flock, when you have land that could be used instead. The ironic side of this thought is that NO ONE or ANYTHING is on that land.

WHY I ask you, perform something so sacrilegious?

I beg of you, PLEASE consider the possibility of using the land that I have mentioned.

Whatever your final decision might be, I pray that it is done after total consideration of the LITTLE PEOPLE and LITTLE CONGREGATIONS which will be hurt .

Thank you for your consideration.

Alice E. Sparrow

Alice Sparrow
Member of Mt. Pilgrim Baptist Church

RECEIVED

713
JUN 17 1986

DIRECTOR, Office of
PLANNING & PRELIMINARY ENGINEERING

458



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 14, 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
(Interstate Route 97)
PDMS No. 022007

Ms. Alice Sparrow
c/o Mt. Pilgrim Baptist Church
1429 Dorsey Road
Hanover, Maryland 21076

Dear Ms. Sparrow:

Thank you for your letter of June 10, 1986 expressing your concerns about the effects of the proposed Maryland Route 100 on the Mount Pilgrim Baptist Church and cemetery. We appreciate your views and assure you they will be fully considered before a final decision is made concerning the project. In regard to the effects of the proposed highway construction on the church, I also want to assure you that every consideration is being given to your concerns and that we are investigating what options might be available that would avoid or minimize impacts to the church property.

Again, thank you for letting me know of your concerns. Your letter will be entered into the public hearing transcript and become a part of the official project record. Via the project mailing list, you will be made aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn
cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-144

VI-137

My telephone number is 659-1110

June 21, 1986

We do not wish MOUNT PILGRIM BAPTIST CHURCH LOCATED 1429 Dorsey Road to be re-located.



NAMES:

Charles M. Muffel
 William F. Wheeler +
 Linda Williams
 Rosie B. Wheeler
 Robert J. W. Hutchins
 Paenell Parker
 Cynthia B. Minor
 Bernadette Parker
 Aida Sambrill
 Beverly Dow
 James Rachel
 Linda Cox
 Aimee Weirins
 Katherine Hunt
 Ed Hunt
 Mary Edwards
 Carl Paulley
 Charles Edwards
 Danielle Edwards
 Raymond E. Smith
 Rose Chatten

NAMES:

Nancy Harris
 Joa Sigmon
 Barbara Langley
 Richard Henderson
 Alf M. Henderson
 Joseph C. Bell
 Darlene Brewer
 Lucy J. Edwards
 Vera V. Edwards
 Marie Ramsey
 Betty Chisley
 James M. Mandell
 Bishop Walter Hall
 Denise Weedon
 Shangi Butler
 Raymond Parker
 Nanette Weedon
 Antonio Weedon
 Angela Weedon
 John H. [unclear]
 [unclear]

NAMES:

Alice E. Sperry
 Lena Weedon
 Victoria G. Dorsey
 Willie Sperry
 Constance Dorsey
 Thane J. Mandell
 Frank M. [unclear]
 Rodney [unclear]
 Craig Wise
 [unclear]
 Jane Rachel
 Henry [unclear]
 Chariton
 Mark E. [unclear]
 John [unclear]
 Antonio [unclear]
 Henry S. W. [unclear]
 Victoria Mandell
 Robert [unclear]

NAMES:

NAMES:

NAMES:

460

Murdeth Murdell
 Ronald Chisley
 Curtis Crisley
 Gardner Chisley
 Joe Eldridge
 Glenn Watson

Janice West
 Beatrice Seibel

Ethel R. Sewell

Ellen Fields

Bessie Clontore

Steve Allen

Helen Well

Louise Wells

Joie E. Warren

Linda Brewer

Mrs Betty Brewer

James W. Muddell
 " "



Please help us save our Church and Cemetary located at: 1429 Dorsey Rd. Your signature and address would be greatly appreciated. The Pastor and members THANK YOU.

461

NAME

NAME

NAME

Kevin Corbin
 Ruby, Dupont
 Rebecca Mitchell
 Dannie Ambed
 W. C. Jones
 Cheryl Clark
 566 Newwood Avenue
 Patricia C...
 2739 Maria St.
 Sandra Nance
 534 N. Bruce St 01223
 Delores Robbin
 Barbara Miller
 Jo Ann Black
 Anthony Dupont
 313 N. Cary St. 21223
 Renee Bell
 Marion Mack
 Fernella Baxley
 Ethel Luppins
 Edis Moore
 Bern Morris
 Rosa Vermoy
 Celesta Smith
 Diane Fisher

Mayou Moore
 Yvonne Montgomery
 Dorothy Smith
 Linda Lewis
 Victoria Adorsey
 29 W. Clivett Street
 Nella Jones
 Millicent Johnson
 Sheronda Hooper
 Ethel Snow
 Helen McKee
 Donna Dever
 Katherine Williams
 Camran Babblo
 Michael Bell
 Roosevelt Allen
 Rosalie Haulig
 Doni Jones
 Patricia Yalough
 Bonni Black
 Kenneth Sullivan
 Davis Lawson
 Towanda Suter
 Paul ...

Sarah Jackson
 Julie Townsend
 Susan Bittle
 Howell Tillery
 Deborah L Busce
 Leroy Stearns
 Dorothy Fuller
 Rosalind M. Dazler
 2604 W. Potapov Ave.
 Betty Mack
 Ernest Lewis





Marshall Barnes
Eunice G. McNamee

Ernest L. McNamee
Houace Baker

Deana Dorsey
Darryl Taylor

Betty Taylor

Tonya Taylor

Darenotte Taylor

Monte Taylor

Mark Taylor

Maurice Taylor

McKitty Taylor

Daymon Taylor

Danniel Taylor

Loretta Brown

Antonio Brown

Linda Brown

Please help us save our church and cemetery located at; 1429 Dorsey Rd. Your signature and address would be greatly appreciated. The Pastor and members thank you.

463

MT. PILGRIM BAPT. CH. 1429 DORSEY RD.

NAME

NAME

NAME

~~Wesley Phillips~~
100 Fed. Lane
Baltimore MD 20715

Sharon A. Talt
451 Gortonwood Ct,
Glenmont, MD 20886

Earl Sparrow
6-coolpond ct
Baltimore md 21227



Aeresa N. Palmer
950 Empire Ct
Dunkirk, MD. 20754

Deborah Miles
1940 Rochelle Ave #524
District Hgts, MD. 20747

Ruth Arwiles
5617 ELLEBREE ST.
LANTHAM MD 20706

Julia R. Blackstone
6332 Meadowridge Rd.
Balt., MD 21227

PROJECT DEVELOPMENT DIVISION
JUN 1 10 46 AM '86

Deborah Adams
2902 Carlton AVE N.E.
Washi, DC 20018

Jenette M. Swett
7165 Hoop Street
Columbia, MD 21045

Paul Amelose
3903 38th St.
Brentwood, Md. 20727

Myron RIGGS 420-7454

JOHN CARMAN
2418 CHAPMAN RD.
HYATTSVILLE, MD. 20783

Mary C. Josen
5813 Round Oak Ave
Riverdale MD 20737

Alice Abbott
5518 Volta Ave
Bladensburg Md 20710

Charles L. Huggs
4004 Laurence St
Olney Maryland 20722

RECEIVED
JUN 28 1986
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Robbie Sparrow - 796-2403

Cheryl Sparrow
6436 Meadow Ridge Rd
Baltimore md 21227

Lorn Sparrow
6436 Meadowridge Rd.
Baltimore, MD 21227

464



Maryland Department of Transportation

State Highway Administration

William K. Heilmann
Secretary

Hal Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

The Reverend William Wheeler
c/o Mrs. Alice Sparrow
6 Coolpond Court
Baltimore, Maryland 21227

Dear Reverend Wheeler:

The purpose of this letter is to advise you that we have received the petition containing the signatures of members and friends of the Mt. Pilgrim Baptist Church, located at 1429 Dorsey Road in Hanover, Maryland.

In response to the concerns that have been expressed by your church membership about the effects of the Maryland Route 100 project on the church and cemetery, I want to assure you that we are investigating means to try to minimize the impacts as presented at the recent Public Hearing. A decision regarding alternatives will not be made until these studies have been completed.

The petition will be made a part of the official project record and will be entered into the Public Hearing transcript. I would like to thank you and the members of the Mt. Pilgrim Baptist Church for letting us know of your concerns. If you should have any questions or need any further information, please contact the Project Manager, Mr. Ronald E. Moon, at (301) 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tlh

- cc: Mr. E. H. Meehan
- Mr. L. H. Ege, Jr.
- Ms. A. B. Hawkins
- Mr. R. E. Moon ✓
- Mr. J. T. Johnson

Note: For additional response, see page VI-144

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Additional response to letters concerning the relocation of the Mt. Pilgrim Baptist Church:

Under the selected alternate, Alternate 3B (Modified), the alignment of the relocated Ridge Road has been located so as to not require the relocation of the Mt. Pilgrim Baptist Church or the cemetery next to the church (see Figure II-31).

466

Timber Ridge Drive
Hanover, MD. 21076
May 28, 1986

PROJECT
DEVELOPMENT
DIVISION
JUN 4 4 56 PM '86

Mr. Hal Kassoff
State Highway Administrator
State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kassoff:

Due to previous engagements, I can't be at the MD 100 location/design public hearing on June 12, 1986. I would appreciate it if this letter would be entered into the records regarding community reaction to the project.

There are, in our perception, several problems with the MD 100 project. The first is procedural: the State Highway Administration considers only highway generated noise impact on a community affected by the new alignment, even though another state agency, the State Aviation Administration, is also a noise generator. In the cases of Timber Ridge and Queenstown, at least, the BWI Airport generates easily as much noise within these communities as is expected by the highway. Thus, the highway could easily push the average day-night noise levels of such communities to the point that they don't any longer comply with existing noise standards for residential communities. Thus, we feel that the cumulative impact of Airport and highway noise, both generated by state agencies, should be considered when evaluating environmental impact on our communities. The practical results would be in the form of detailed highway location, the use of sound barriers, berms, trees and highway elevation.

Included in this cumulative noise assessment should be the proposed new 10-28 runway locations now under study by the State Aviation Administration. There we are contemplating a runway half as far from Timber Ridge as the present location. Due to the inverse square law of noise level with distance from the runway, we should anticipate an eventual 6 dB overall increase in airport noise. Add this to a 3 dB increase in highway noise and this puts portions of Timber Ridge up to the 25 dB area.

The other concern is the same as expressed in 1973. The MD 170/176 intersection should be reworked to eliminate the traffic light so as to allow continual free flow of commuter traffic from MD 100 to MD 170 and hence to Westinghouse and NSA in the morning. This is a potential generator of intense air pollution due to the known fact that idling internal combustion engines spew out far more pollution than ones running at their maximum efficiency points. Also, of course, a car driving through the intersection is there less of the time than is one awaiting a light change.

In 1973 we were told that the SAA would not consider this intersection "because it wasn't in the study area". It wasn't there either because the SAA didn't think of it, or didn't want to bother with the issue. In 1986 we would like the MD. D.O.T. to "bother with it" because it directly affects our livelihood which the state is duty bound to protect.

Don Buck
Don Buck

RECEIVED
#673
JUN 4 1986
F-22
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

cc: T. Athey
T. Sophocleus
N. J. Pederson

JUN 86 11:07

467



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570 N
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Dan Buck
916 Timber Ridge Drive
Hanover, Maryland 21076

Dear Mr. Buck:

This is to acknowledge receipt of your letter dated May 28, 1986 expressing your comments on the Maryland Route 100 project.

Your letter will be made a part of the official project record by being entered into the Public Hearing transcript, and your comments will be addressed in the Final Environmental Impact Statement.

We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Sincerely,

Hal Kassoff
Administrator

HK:tlh

- cc: Delegate Tyras Athey
- Councilman Theodore Sophocleus
- Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Louis H. Ege, Jr.
- Ms. Cynthia D. Simpson

Note: For additional response, see page VI-149

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

JUN 26 9 00 AM '86

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME DANIEL C. BUCK DATE 6/13/86

PLEASE PRINT ADDRESS 916 TIMBER RIDGE DR

CITY/TOWN HANOVER STATE MD ZIP CODE 21076

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

I REQUEST A COPY OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.
IN LIEU OF THIS, ASSUMING SHA-GENERATED VEHICULAR NOISE IS PROPORTIONAL TO TRAFFIC VOLUME, ALT. 1 (NO BUILD) IS BEST FOR TIMBER RIDGE. TOTAL ¹⁹⁹⁰ TRAFFIC ON MD 2, 170, 178 AROUND TIMBER RIDGE ARE: ALT 1 21600; 2, 64600; 3, 35200; 4, 49000; "CROSSOVER", 51500. THUS, NO BUILD IS BEST, THEN ALT 3. WITH ALT. 3, HOWEVER WE FACE A MATRI POLLUTION PROBLEM WITH 20,000 CARS/DAY AT THE 170/176 STOPLIGHT. IDLING ENGINES TO THE N.W. OF TIMBER RIDGE ON STILL DAYS WILL ASPHYXIATE TIMBER RIDGE. THUS, WE NEED A CLOVER LEAF AT 170/176 TO ALLEVIATE THIS, AND THE CLOVER LEAF SHOULD BE ON BWI AIRPORT PROPERTY. IN DETAIL, STATE DOT OPPOSITION TO IMPROVING LAND N. OF 176, BETWEEN 120 AND THE CSX R.R. TRACKS SHOULD BE IMMEDIATE. ON PAGE 24, THIS DOCUMENT, MDOT STILL IGNORES IMPACT OF AIRCRAFT NOISE ON TIMBER RIDGE, THUS RENDERING THE E.I.A. USELESS. ALSO, ALT. 3 REQUIRES EXTENSIVE NOISE ABATEMENT MEASURES ON MD 170 & 176 ADJACENT TO TIMBER RIDGE, AND AT THE MD 100 /170 INTERCHANGE. THIS SHOULD INCLUDE BOTH VERTICAL REFLECTING WALLS AND ROWS OF TREE GROVES FOR SOUND ABSORPTION.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List. VI-147

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

469

William K. Hellmann
Secretary

Hai Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. Daniel C. Buck
916 Timber Ridge Road
Hanover, Maryland 21076

Dear Mr. Buck:

This is to acknowledge receipt of your comments dated June 13, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon
Mr. James T. Johnson

Note: For additional response, see page VI-149

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-148

Additional response to letters from Dan Buck, dated May 28 and June 13, 1986

The State Highway Administration believes that the selected alternate, Alternate 3B (Modified), provides the needed service to the area while minimizing impacts to local communities. An air quality analysis was performed for all alternates and was approved by the U.S. Environmental Protection Agency (letter dated August 19, 1986) and the Maryland Department of Health and Mental Hygiene (letter dated August 13, 1986). This analysis, using 30 receptor sites (one of which was located in Timber Ridge), concluded that there would be no violations of the State and/or National Ambient Air Quality Standards for either the 1-hour or 8-hour concentrations of CO for any alternates. This analysis was based on an at-grade intersection of MD. 170 and Dorsey Road under Alternate 3. Since this project does not generate aircraft noise and because aircraft noise cannot be mitigated with normal practices (i.e., noise barriers), design year 2010 noise levels with aircraft were not calculated.

Input from "Concerned
Citizens For a Fair Route 100"

1. Text of Curtis Warren presentation
2. Text of Irene Hebron presentation
3. Figures II-13, II-14, II-15 exhibits

RECEIVED

JUN 27 1986

© 110022

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Text of oral presentation
made at June 12, 1986 Public
Hearing for design and location
of MD Route 100 by Curtis Warren
on behalf of Citizens for a Fair
MD 100 and as an area resident
and member of the Deep Run Civic
- Association.

①

June 12, 1986

Mr. Mehan and Mr. Moon:

I would like to take this opportunity to relate to you the concerns of the Group Citizens For a Fair Route 100 expressed at a meeting on May 18, 1986 and the depth of my convictions concerning the current plans and degree of responsibility that is upon the shoulders of every County, state and federal elected official in any way involved in the decision making process concerning the location and design of Md. Route 100.

All alternates presently on the board or under consideration except alternate four (4) with option 3B in the Queenstown area fail to meet the stated purpose of the entire project: ... the construction of a wholly new facility on a new location. The project is intended to improve traffic operations through and within the study area by providing a new east/west highway facility in the corridor.

I say that any elected official that supports or recommends any plan that does not meet the stated objectives based on the current needs should be voted out of office at the soonest opportunity or impeached sooner for dereliction of duty!

(2)

I will give you one of many examples of the type of shoddy planning currently involved in Alternate 3 in the vicinity of MD Route 295 (Baltimore Washington Parkway) and MD Route 176 (Dorsey Road). I live on Race Road north of Dorsey Road. Under present planning, if I desired to visit my relatives on Wright's Road to the southeast who live about a mile away under the present road network; I would first have to travel $\frac{1}{2}$ mile to west along Dorsey Road to Forest Avenue travel north to Route 100 turn east on MD 100 travel approximately 2 miles exit at relocated Ridge Road and travel approximately $1\frac{1}{2}$ miles west back to Wright's Road along Dorsey Road. A one mile trip turns into a five mile trip. I ask -- Is this the best planning that is possible in this space age.

I repeat, this is but one example of the imbalance to local traffic versus through traffic. As stated in the Combined Location / Design Public Hearing (gran) booklet: MD Route 176 currently carries in excess of 20,000 vehicles per day in several locations. In addition to high volumes of traffic, MD Route 176 suffers from a mix of local and through traffic.

So what is new in the proposal that is labeled Alternate 3. It forces unnecessary mixing of local and through traffic. Think of the compound nature of

(3)

purposefully mixing local and through traffic as one of the largest tracts of undeveloped land in Northern Anne Arundel County is developed which is located between MD 295 and MD 713.

Those most adversely affected in the Race Road / Wright Road / Ridge Road areas are now a single close knit community of primarily relatives will be scandalously divided by roads, dead-ends and impacted by noise from local and through trucks noises twenty-four hours a day. Moreover, the properties that they have struggled a lifetime to acquire and enjoy; a very precious commodity in this section of the county; rural residential land; will be sliced to practically city lot sizes by the network of roads in the area and industrial encroachment.

I close with this real life example of an industrious young Black mother who would be adversely affected if Alternate 4 with 3B option is not selected as the final location for MD Route 100. Presently this young mother with 2 children is able to walk to her place of employment since she does not have her own transportation. She only has to walk approximately $\frac{1}{2}$ mile. With any alternate other than alternate 4 this would be an impossibility. Walking on a freeway is prohibited. She could only walk to work by climbing fences illegally.

So alternate 3 is out unless it comes
with a subway or short-hop air
committee service. On second thought
even that would be a bad deal.

Thank you,
Curtis R. Warren

7320 Race Rd.
Hanover, Md. 21076

Figures II-13; II-14; II-15

The following exhibits are intended to give an overview of the socio-economic make-up of the community affected by the proposed alternate 3 alignment in the Shipley Corner, Wright Road, and Race Road areas.

Most of the input in the study relating to the economic status of local residents is from census tract statistics which reflect overall averages of the total area population and not the Black population which will experience the greatest impact. The stability and non-transient quality of this Black community is highlighted by the high percentage of retired and elderly. Thus the negative aspects of any relocation required at this stage of life is compounded by this factor. Uprooting the elderly is both emotionally traumatic and economically disadvantageous.

Figure II-13 Race Road & Dorsey Road Vicinity

Note: Color code for Minority Black homes -

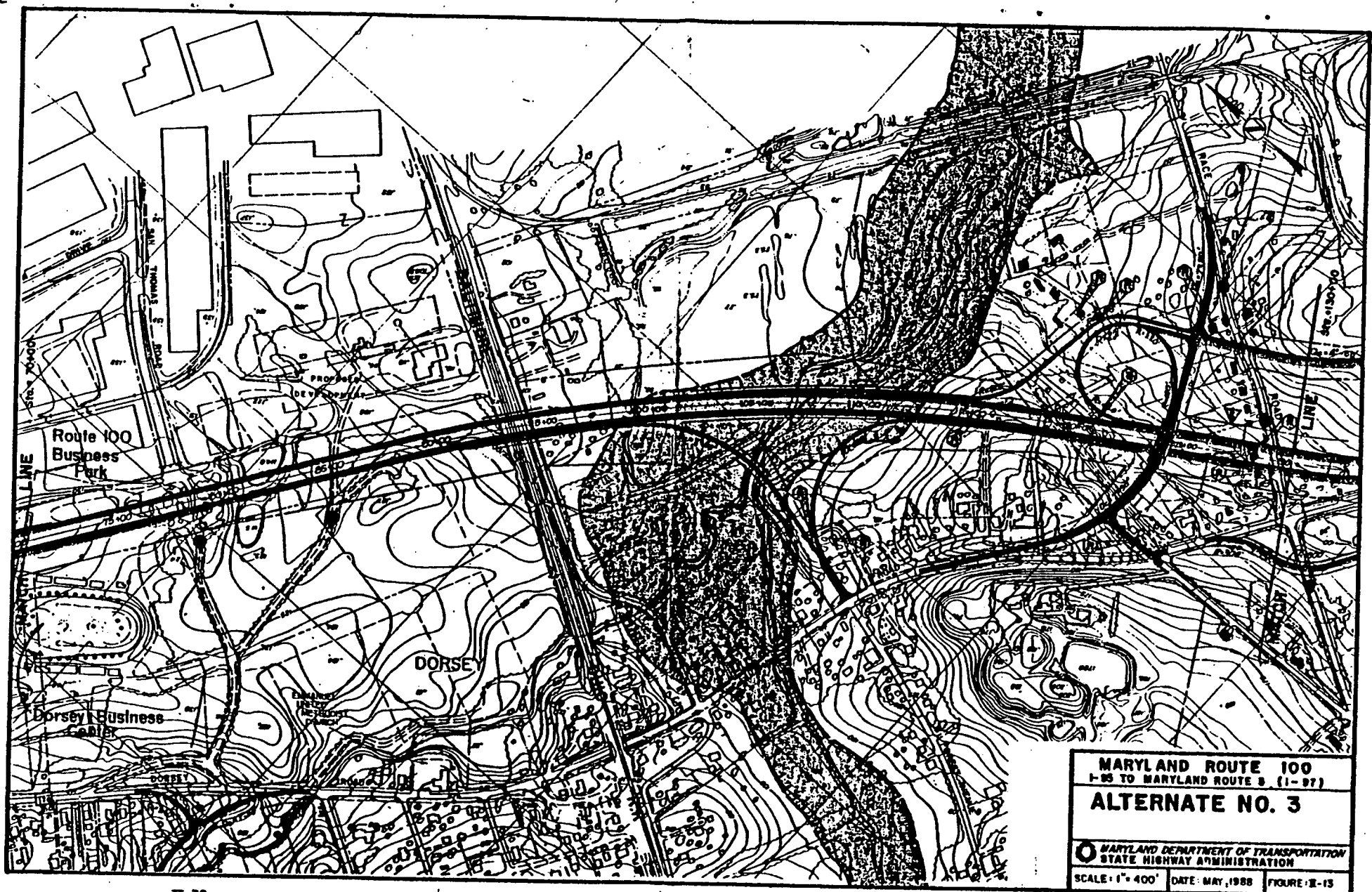
Red - designated for taking

Green - not designated for taking

Total homes - 21

1. Retired male; widower
2. Retired female; widow
3. Retired married couple; elderly
4. Retired married couple; elderly; husband disabled
5. Retired female; widow
6. Retired female; widow
7. Retired female; single; heart patient
8. Retired male; single
9. Retired married couple (RED)
10. Retired female; widow (RED)
11. Retired female; widow
12. Male head of household; heart patient in household (RED)
13. Female head of household; retarded adult in household (RED)
14. Female head of household (RED)
15. Male head of household; mentally disabled adult in household
16. Married couple; husband physically disabled

614



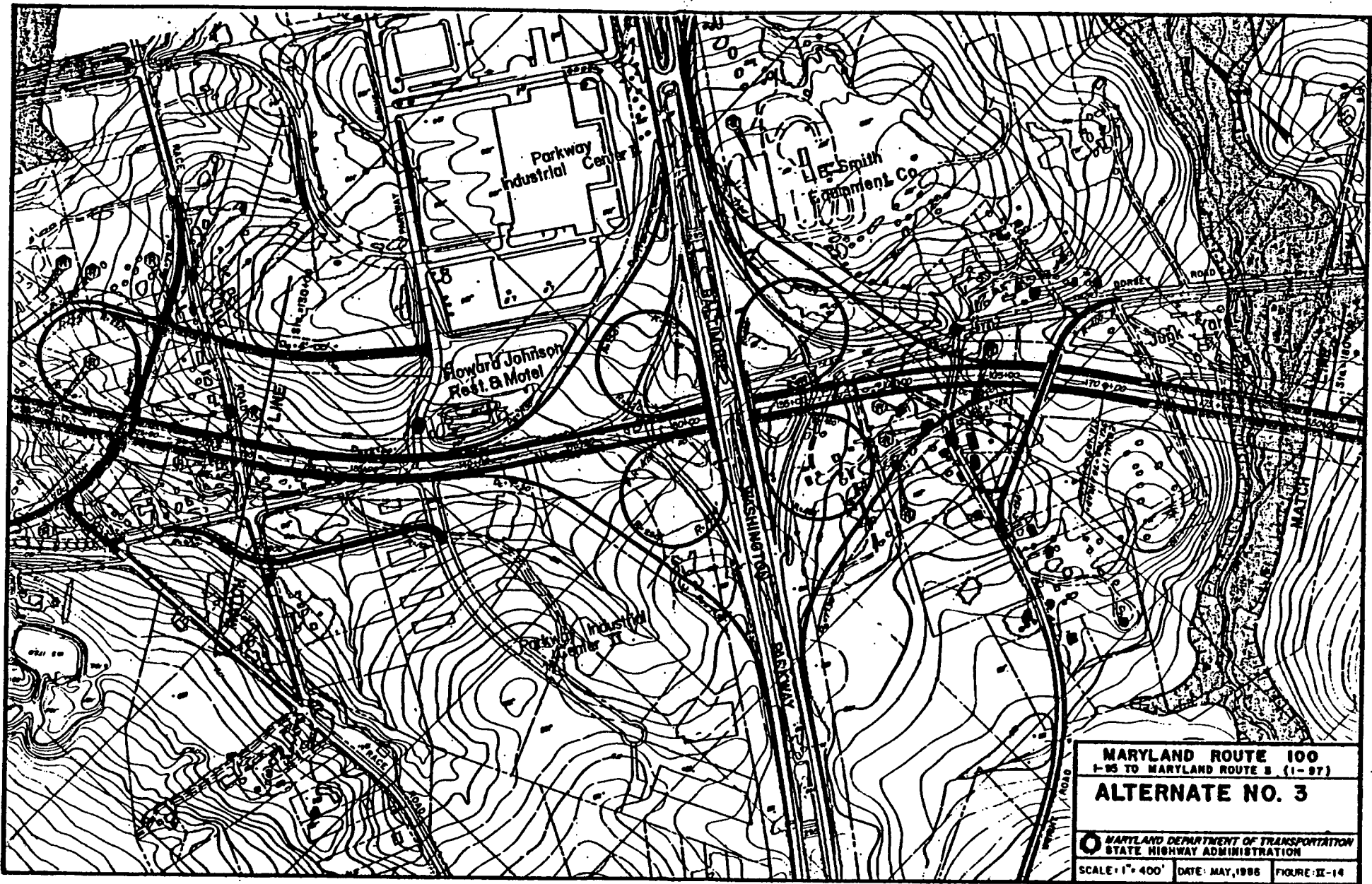
II-32

VI-158

Figure II-14 Wright Road & Dorsey Road Vicinity
Total homes - 20

- 1 Retired female; widow; elderly; heart patient
- 2 Retired female; single head of household
- 3 Retired female; widow
- 4 Retired married couple (RED)
- 5 Retired female; widow; elderly; heart patient (RED)
- 6 Retired male; widower; physical handicap (RED)
- 7 Retired female; single head of household
- 8 Retired female; single head of household;
mentally handicapped
- 9 Married couple; husband physically
handicapped (RED)
- 10 Single female; head of household; partial
ly disabled

184



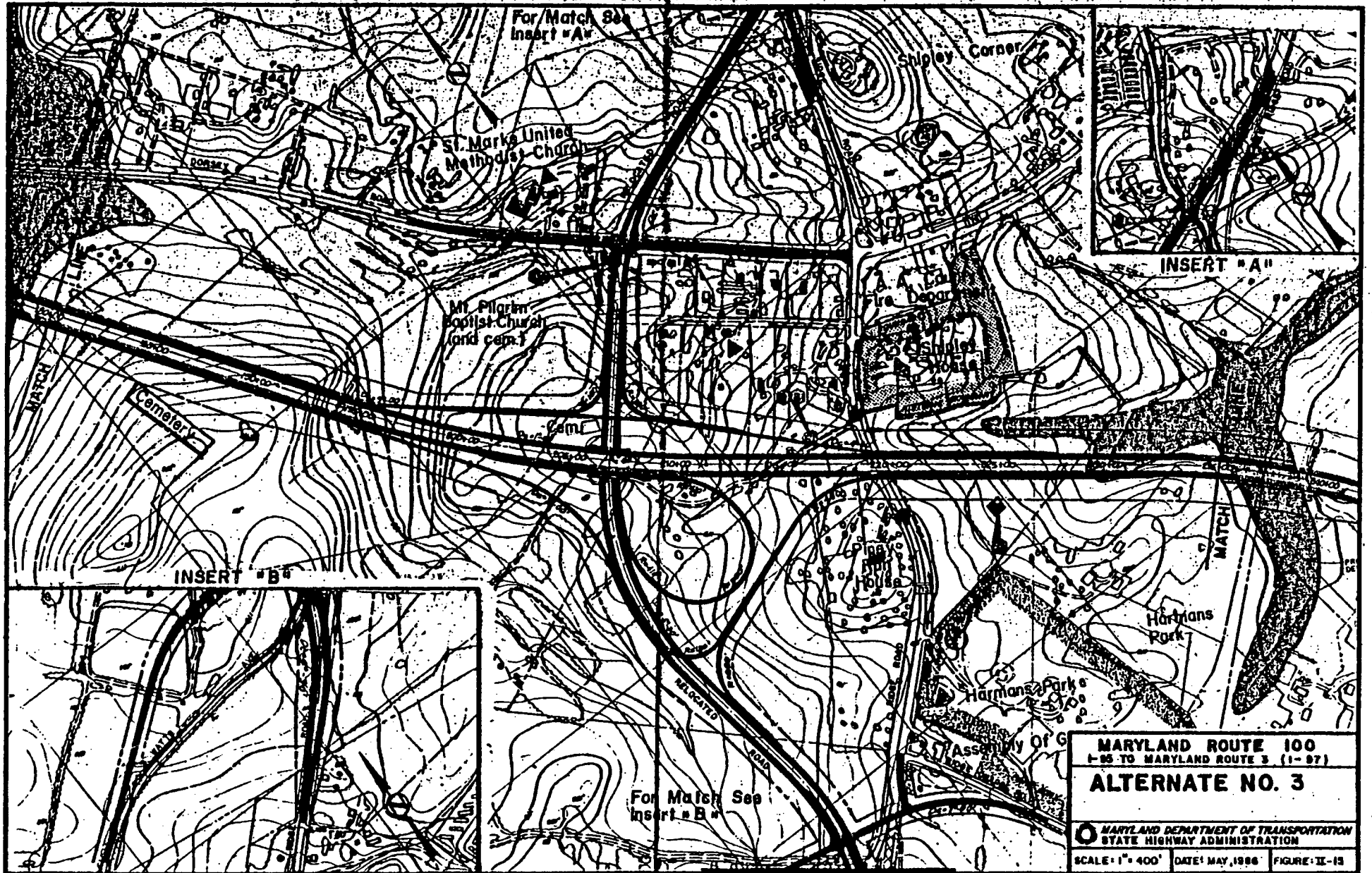
II-53

VI-160

Figure II-15 Ridge Road & Dorsey Road Vicinity
Total homes - 15

- 1 Retired married couple
- 2 Retired male; head of household
- 3 Retired married couple; both disabled
- 4 Retired female; single; head of household
- 5 Retired female; widow
- 6 Retired female; widow

VI-162



MARYLAND ROUTE 100		
I-95 TO MARYLAND ROUTE 3 (I-97)		
ALTERNATE NO. 3		
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
SCALE: 1" = 400'	DATE: MAY, 1986	FIGURE: II-13

483

484

1440 Dorsey Road
Hanover, MD 21076
June 8, 1986

Mr. Neil J. Pedersen - Director
Office of Preliminary Planning & Engineering
State Highway Administration

PROJECT
DEVELOPMENT
DIVISION
JUN 21 1 52 PM '86

Gentlemen:

We, the concerned citizens for a fair (alternate) Route 108 are taking this opportunity to inform you of the adverse impact that the proposed alternates one, two and three and the crossover of alternates three and four would inflict upon our minority community, socially, financially and environmentally.

Due to the adverse effect we would like it to be a matter of record that we strongly recommend alternate four without the crossover but including the 3B provisions.

We are a group of concerned minority (Black) citizens from the area roughly bounded by Race and Faulkner Roads on the west, Harman Road on the east, the Jessup and Dorsey Park on the south and Hanover Road on the north.

This is a wide area but historically we have been forced into widely scattered areas due to covenants and real estate practices supported and/or tolerated by this 'Free State' of Maryland.

Our ancestors settled in this area in this area in the 1800's as tenant farmers and landholders. Those without land seized every opportunity that presented itself to become landholders.

As early as 1842, before the demise of slavery, one of our ancestors, namely Mr. Peter Gambrill and his wife Elizabeth, gave a parcel of land to a dedicated group who sought to establish a church for the citizenry of this and adjacent areas. The property was located north of Dorsey Road off Ridge Road.

From this humble beginning, ^amost revered black institution now known as St. Mark UMC Church evolved and has been in continuous operations for 144 years. In 1992 we are planning a gala celebration to commemorate our one hundred and fiftieth anniversary.

Not long after this church was established another community group affiliated themselves with a society known as the Sons and Daughters of Abraham and located on Abraham Road which is just east of what is now exchange of the Baltimore-Washington Expressway at Dorsey Road. Abraham Road is also nearly directly across from Wrights' Road.

This society took upon itself the awesome task of affording opportunities for Blacks to become landowners since Blacks were not able to deal financially with the banks of the period.

This was done by pooling money and buying properties from dissatisfied white landowners who had come upon hard times and were reluctant to let their contemporaries know of their plight.

The society known as the Abraham Lodge would purchase the land and sell parcels to interested Blacks and give the purchaser as much time as was needed to pay back the money to the lodge. Most of the black landowners in the area adjacent to the lodge purchased their homes in this manner.

The land for the Old Harman School (Colored) was purchased by the Abraham Lodge and deeded to the county of Anne Arundel in order that the Black Community could avail itself of the Rosenwald Grant to get a school in the area. Before this was done the only building available to Black children was St. Mark Church. Here they obtained both their secular and religious training because the county did not provide a building to educate Blacks.

As near as can be ascertained at this time 90% of this land is still owned by Blacks.

By 1927 when Dorsey Road was first paved the black community had been well established in the aforementioned boundaries which included Dorsey, Sewell Town, Matthews Town, Harman, Severn, Linthicum and other areas.

The first church was now in its third building and had moved to Ridge Road. Ten years earlier the people from the Queenstown area had moved out (1917) and established a church on Queenstown Road, though a few of the families still attend St. Mark Church.

In 1955 the Board of Education of Anne Arundel County declared the old Harman School and the property on which it stood excess property. The Black community rallied again and purchased the property back from the county. In 1968 the St. Mark Church built its fourth building to house

its congregation on this property that has so much history and fond memories for many of the members of St. Mark. This move placed the church building much closer to its parishioners making the access to the church much less time consuming.

The present estimated value of this property is in excess of three-quarters of a million dollars.

All proposed alternates with the exception of alternate four will split this 150 year old + community in several ways thus eviscerating our scattered but closely knitted Black community.

For those of us who live on the western side of the Baltimore-Washington Expressway we find that to get to our beloved church we will be forced to enter a high speed expressway, pass our church and to circle back to it. The same dangerous and time consuming task will face us when we embark on our return trip.

The same thing will be true when these people attempt to visit their relatives and friends on Wright Road.

Parishioners and friends beyond the Route 170 will also be forced on high speed highways to get to their church and visit friends.

One half of the homes on this western side of the expressway are inhabited by retired persons and one fourth of the other homes have residents who will reach retirement age within five to ten years. Thus three fourth of these homeowners will find it most difficult financially if not impossible to avail themselves of relocating efforts. After working thirty, forty and more years the state of Maryland is coming along with three or more proposals that will totally devastate these people in the years when they are least able to bounce back.

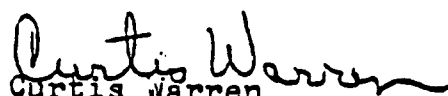
We, the concerned citizens for a fair 100 strongly urge the approval of alternate four without the cross over between alternate three and four but including 3B to save the Queenstown community.

Signed,



Irene Hebron
Designated Correspondent

Dr. Preston Hebron
Designated Correspondent



Mr. Curtis Warren
Convener

P.S. We also are wondering if the principle of gerrymandering has been used in the planning of these alternates. It seems as if there has been a concerted attempt on the part of those responsible for planning to target Black areas for disruption, upheaval or possible demise. Not too many years ago the Matthews Town community had a gigantic struggle to keep their community intact. The Queenstown Community has had to fight and is still fighting diligently in an effort to save their community from destruction and now the areas mentioned in this letter are targeted. All of these communities are Black communities. As we look at the winding and curving of these alternates and couple this with the battling to save the Black communities we wonder if the principles of gerrymandering isn't being used to get rid of black populated areas.

488

PAUL S. SARBANES
MARYLAND

OFFICES:

SD-332 DIRKSEN SENATE OFFICE BUILDING
WASHINGTON, D. C. 20510
202-224-4524

1818 FEDERAL OFFICE BUILDING
BALTIMORE, MARYLAND 21201
962-4436

1110 FIDLER LANE
SILVER SPRING, MARYLAND 20910
589-8800

CUMBERLAND: 722-6389

SALISBURY: 546-4998

United States Senate

WASHINGTON, D.C. 20510

June 25, 1986

COMMITTEES:

KING, HOUSING AND URBAN AFFAIRS
FOREIGN RELATIONS
JOINT ECONOMIC

Hal Kassoff
State Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

PROJECT
DEVELOPMENT
DIVISION
JUN 30 3 25 PM '86

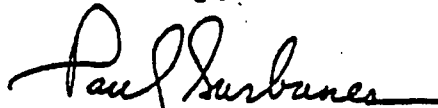
Dear Mr. Kassoff:

I am enclosing for your review a letter I received from Irene Hebron, Dr. Preston Hebron and Curtis Warren. The letter raises some serious concerns about the alignment of Route 100. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide my constituents with an appropriate response.

Your attention to this matter is appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/cso
Enclosure

DATE HSY ADD

JUN 25 1986

RECEIVED

JUN 27 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

1440 Dorsey Road
Hanover, MD 21076

June 8, 1986

RECEIVED

#707
JUN 16 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen - Director
Office of Preliminary Planning & Engineering
State Highway Administration

Gentlemen:

We, the concerned citizens for a fair (alternate) Route 100, are taking this opportunity to inform you of the adverse impact that the proposed alternates one, two and three and the crossover of alternates three and four would inflict upon our minority community, socially, financially and environmentally.

Due to the adverse effect we would like it to be a matter of record that we strongly recommend alternate four without the crossover but including the 3B provisions.

We are a group of concerned minority (Black) citizens from the area roughly bounded by Race and Faulkner Roads on the west, Harman Road on the east, the Jessup and Dorsey Park on the south and Hanover Road on the north.

This is a wide area but historically we have been forced into widely scattered areas due to covenants and real estate practices supported and/or tolerated by this 'Free State' of Maryland.

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From this humble beginning, a most revered black institution now known as St. Mark UMC Church evolved and has been in continuous operations for 144 years. In 1992 we are planning a gala celebration to commemorate our one hundred and fiftieth anniversary.

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This society took upon itself the awesome task of affording opportunities for Blacks to become landowners since Blacks were not able to deal financially with the banks of the period.

This was done by pooling money and buying properties from dissatisfied white landowners who had come upon hard times and were reluctant to let their contemporaries know of their plight.

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The present estimated value of this property is in excess of three-quarters of a million dollars.

All proposed alternates with the exception of alternate four will split this 150 year old + community in several ways thus eviscerating our scattered but closely knitted Black community.

For those of us who live on the western side of the Baltimore-Washington Expressway we find that to get to our beloved church we will be forced to enter a high speed expressway, pass our church and to circle back to it. The same dangerous and time consuming task will face us when we embark on our return trip.

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Parishioners and friends beyond the Route 170 will also be forced on high speed highways to get to their church and visit friends.

One half of the homes on this western side of the expressway are inhabited by retired persons and one fourth of the other homes have residents who will reach retirement age within five to ten years. Thus three fourth of these homeowners will find it most difficult financially if not impossible to avail themselves of relocating efforts. After working thirty, forty and more years the state of Maryland is coming along with three or more proposals that will totally devastate these people in the years when they are least able to bounce back.

We, the concerned citizens for a fair 100 strongly urge the approval of alternate four without the cross over between alternate three and four but including 3B to save the Queenstown community.

Signed,
Irene Hebron
Irene Hebron
Designated Correspondent
Preston J. Hebron, Jr.
Dr. Preston Hebron
Designated Correspondent

Curtis Warren
Mr. Curtis Warren
Convener

P.S.

P.S. We also are wondering if the principle of gerrymandering has been used in the planning of these alternates. It seems as if there has been a concerted attempt on the part of those responsible for planning to target Black areas for disruption, upheaval or possible demise. Not too many years ago the Matthews Town community had a gigantic struggle to keep their community intact. The Queenstown Community has had to fight and is still fighting diligently in an effort to save their community from destruction and now the areas mentioned in this letter are targeted. All of these communities are Black communities. As we look at the winding and curving of these alternates and couple this with the battling to save the Black communities we wonder if the principles of gerrymandering isn't being used to get rid of black populated areas.

493



Maryland Department of Transportation

State Highway Administration

JUL 18 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to Maryland
Route 3 (Interstate Route 97)
PDMS No. 022007

Ms. Irene Hebron
Dr. Preston Hebron
Mr. Curtis Warren
1440 Dorsey Road
Hanover, Maryland 21076

PROJECT
DEVELOPMENT
DIVISION
Jul 21 9 45 AM '86

Dear Ms. Hebron, Dr. Hebron, and Mr. Warren:

I am writing in response to your letter of June 8, 1986 to Mr. Neil J. Pedersen, the State Highway Administration's Director of the Office of Planning and Preliminary Engineering, and copied to Senator Paul S. Sarbanes, in which you expressed your concerns with the effects of the proposed construction of Maryland Route 100 on your community.

I want to thank you for writing and letting us know of your concerns, and also for the insight that you have provided in regard to the history and background of your community. We appreciate your views and assure you they will receive every consideration before any decisions are made concerning this project. You can also be assured that, in the event an alternate affecting your community is selected for the proposed Maryland Route 100, the State Highway Administration will make every effort to ensure that the highway would have minimal impact on the community and would be compatible with its surroundings.

Your letter will be entered into the public hearing transcript and made a part of the official project record. You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

cc: Senator Paul S. Sarbanes
Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.

Mr. Ronald E. Moon ✓
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-184

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

PAUL S. SARBANES
MARYLAND

COMMITTEES:

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FOREIGN RELATIONS
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United States Senate

WASHINGTON, D.C. 20510

June 11, 1986

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SILVER SPRING, MARYLAND 20910
589-8800

CUMBERLAND: 722-5369

SALISBURY: 546-4998

Mr. Hal Kassoff
State Highway Administrator
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Hal:

Enclosed is a copy of correspondence I received from Mr. and Mrs. Willard M. Womble. The letter raises some serious concerns about highway construction in their area. I would greatly appreciate it if you would carefully review this matter and provide me with an appropriate response.

Your attention to this matter is greatly appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/gmp
Enclosure

RECEIVED

711
JUN 16 1986
F-58

2 HWY ADM. DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

85 2:25

495

7119 WRIGHT ROAD,
HANOVER, MARYLAND 21076

HONORABLE SENATE PAUL SARBANES
U. S. SENATE
WASHINGTON, D. C. 20510

DEAR SENATE:

THERE ARE MANY REASONS WHY WE THINK THAT THE RESIDENCE OF WRIGHT ROAD SHOULD NOT DISTURBED, AND DISPLACED.

REASON NUMBER ONE IS THAT THE DESIGNATED PORTION TO BE CHANGED OR FAMILIES TO BE ROOTED ARE MINORITY FAMILIES ONLY.

REASON NUMBER TWO IS THAT WRIGHT ROAD IS A DEAD END. WHY USE A DEAD END ROAD R AN EXPRESS ROUTE?

THE THIRD REASON IS THAT WE WERE ASSURED THE ALTERNATE (4) FOUR FREEWAY FROM JTE 170 - I-95 WOULD BE USED FOR ROUTE 100, AND WRIGHT ROAD AREA WOULD NOT BE ANGED.

AFTER WE WERE TOLD THAT WRIGHT ROAD/DORSEY ROAD AREA WOULD NOT BE CHANGED CAUSE OF ROUTE 100, WE THE AREA RESIDENCE HAD EXTENSIVE PROPERTY IMPROVEMENTS MADE.

TO NAME A FEW OF THE IMPROVEMENT: ADDITIONAL ROOMS ON OUR HOUSES, CARPORT ADDED, CITY WATER AND LARGER SCEPTIC TANKS SYSTEM INSTALLED, LANDSCAPPING, SHRUBY, NEW GRASS, AND FRUIT TREES WERE PLANTED.

NONE OF THESE COMMUNITICS ARE BEING SAVED, WE WOULD RECOMMEND ALTERNATE 4 - ENWAY FROM ROUTE 170 TO I-95 BE USED INORDER THAT OUR PROPERTIES AND HOMES SAVED.

SINCERELY,

Willard M. Beathsader M. Womble
WILLARD M. BEATHSADER M. WOMBLE

496



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 08 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

The Honorable Paul S. Sarbanes
United States Senator
Suite SD 237
Dirksen Senate Office Building
Washington, D.C. 20510

PROJECT DEVELOPMENT DIVISION
Jul 11 9 04 AM '86

Dear Senator Sarbanes:

This is in response to your letter of June 11, 1986 in regard to concerns that have been raised by Mr. and Mrs. Willard M. Womble about highway construction in their area. I would like to thank you for bringing this matter to my attention, and want to clarify some of the issues that were raised in Mr. and Mrs. Womble's correspondence.

The State Highway Administration has, over the past several years, worked closely and consulted with various community organizations and citizen associations in developing alternates for the construction of Maryland Route 100 that would minimize community impacts, and yet would still fulfill the primary goal of providing a much needed link in the highway system serving northern Anne Arundel County. This community involvement has resulted in significant changes in our proposed alignments and reductions in the number of residential relocations that would be required, particularly in the Queenstown and Harmans areas. We are continuing to further refine and revise the project alternates so as to reduce even further residential and community impacts.

Recently, a draft Environmental Impact Statement for the proposed Maryland Route 100 was prepared and, with the concurrence of the Federal Highway Administration, circulated for public and agency review and comment. That document discusses the need for the project, the various alternates under consideration, as well as the social, economic, and environmental impacts of those alternates. A Public Hearing was held on June 12, 1986 to present the results of our studies and to gather additional comments and citizen input. Although we have stated a preference for Build Alternate 3-B for the Maryland Route 100 project, I want to assure you that a final decision will not be made until all comments have been thoroughly evaluated and considered.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

497

JUL 08 1986

The Honorable Paul S. Sarbanes

Page Two

With regard to the issues involving the effects of Maryland Route 100 in the vicinity of Wright and Dorsey Roads, either Alternate 2, or the preferred alternate, Alternate 3-B, will require a number of residential relocations, all of which are occupied by minority families. I regret that misinformation has been given to the residents of this area by outside sources that an alternate not affecting Wright Road would be used for the proposed Maryland Route 100 and that no changes would be made to the area. In regard to the issue of Wright Road being used as an express route; this will not be the case. The construction of Maryland Route 100 would require a portion of Wright Road to be relocated; however, the character of the road would not be altered and it would still serve as a local access road from Dorsey Road.

I hope that this has provided you with sufficient information to respond satisfactorily to your constituents. Again, thank you for your interest in this much needed highway improvement project.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
Mr. Ronald E. Moon ✓
Ms. Angela B. Hawkins
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-184

PAUL S. SARBANES
MARYLAND

United States Senate

WASHINGTON, D.C. 20510

June 18, 1986

COMMITTEES:

BANKING, HOUSING AND URBAN AFFAIRS
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RECEIVED

#725
JUN 20 1986

F-91

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff
State Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

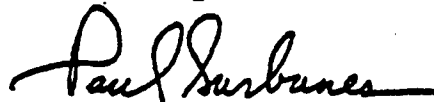
Dear Mr. Kassoff:

I am enclosing for your review a letter I received from Virginia Warren. The letter raises some serious concerns about the alignment of the proposed Route 100 from I-95 to Maryland Route 3/I-97. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide Ms. Warren with an appropriate response.

Your attention to this matter is appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/cso
Enclosure

ATE HWY ADA

JUN 25 1:21

499
7117 WRIGHT ROAD
HANOVER, MARYLAND
JUNE 2, 1986

HONORABLE SENATE PAUL SARBANES
U. S. SENATE
WASHINGTON, C. C. 20510

THE HONORABLE PAUL SARBANES:

THE MARYLAND DEPARTMENT OF TRANSPORTATION PRESENTED THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON MAY 22, 1986 AT THE HARMAN IMPROVEMENT ASSOCIATION MEETING. THE MAPS REFLECT A CHANGE WHICH HAD NOT BE SHOWN IN THE PREVIOUS MEETING. I AM OPPOSING ROUTE 3A AND 3B FROM 170 TO I-95. I AM IN FAVOR OF ALTERNATE 4 - FREEWAY FROM ROUTE 170 TO I-95.

THE COMMUNITIES INVOLVED ARE BLACK MINORITY, WHO ARE RETIRED, WIDOWS AND WIDOWER, DISABLE AND ELDERLY. I LIVE IN A UNIQUE COMMUNITY BECAUSE THE FOREFATHER PURCHASE THE LAND AND WILLED THE LAND TO THEIR CHILDREN. THE RESIDENTS ARE RELATED TO SOME DEGREE TO EACH BY BLOOD AS WELL AS MARRIAGE. THE PRESSURE I HAVE EXPERIENCE SINCE 1974 HAS BEEN STRESSFUL. COMPARING PATAPSCO VALLEY STATE PARK TO A COMMUNITY NEARLY A CENTURY OLD IS SAYING THE VALUE OF THE LIFE OF PEOPLE IS NOT EQUAL TO DESTRUCTION OF TREES.

THE FAA HAS NOT MADE A DECISION ON LOCATIONS OF RUNWAYS AT THE BWI AIRPORT. THE PLANES ARRIVAL AND DEPARTURE BY RADAR AND OTHER SOPHISTICATED ELECTRONIC DEVICES.

EACH COMMUNITY WAS NOT TREATED THE SAME, FOR INSTANCE, WRIGHT ROAD RESIDENTS WAS NOT INFORMED WERE THEY COULD RELOCATE.

THE DRAFT ENVIRONMENT IMPACT STATEMENT STATES IMPROVEMENTS OF MARYLAND ROUTE 176 WOULD ENABLE THE PLANNED DEVELOPMENT OF HOUSING. WHY TEAR DOWN SOME HOUSES AND BUILD OTHERS.

THE ALTERNATE (4) FOUR FREEWAY IS LESS EXPENSIVE AND WOULD NOT DISTURB OR INTERRUPT ANY COMMUNITY.

I WOULD APPRECIATE ANY ASSISTANCE YOU COULD GIVE.

SINCERELY,

VIRGINIA I. WARREN

Virginia I. Warren



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 07 1986

Re: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 95)
PDMS No. 022007

JUL 9 3 17 PM '86
PROJECT DEVELOPMENT DIVISION

Mrs. Virginia I. Warren
7117 Wright Road
Hanover, Maryland 21076

Dear Mrs. Warren:

This is in response to your letter of June 2, 1986 to Senator Paul S. Sarbanes in which you expressed your concerns about the proposed construction of Maryland Route 100 from Interstate Route 95 to Maryland Route 3. Senator Sarbanes has forwarded your letter to my office and asked that I reply directly to you.

We appreciate your views and the concerns you have with the proposed construction of Maryland Route 100. I want to assure you they will be fully evaluated and will receive every consideration before an alternate is selected for Maryland Route 100.

Thank you for writing and letting us know of your concerns. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript. You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

- HK:tn

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Louis H. Ege, Jr.
- Ms. Angela B. Hawkins
- Mr. Ronald E. Moon

Note: For additional response, see page VI-184

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro - 585-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

501

PAUL S. SARBANES
MARYLAND

United States Senate

WASHINGTON, D.C. 20510

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889-8800

CUMBERLAND 722-5389

SALISBURY 866-4998

COMMITTEES:

ING, HOUSING AND URBAN AFFAIRS
FOREIGN RELATIONS
JOINT ECONOMIC

June 6, 1986

JUN 10 3 40 PM '86
PROJECT DEVELOPMENT DIVISION

Mr. Hal Kassoff
State Administrator
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

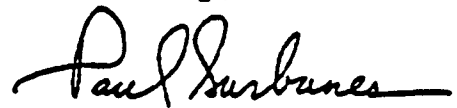
Dear Mr. Kassoff:

I am enclosing for your review a letter I received from Thomas Dixon. The letter raises some serious concerns about the alignment of Route 100. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide Mr. Dixon with an appropriate response.

Your attention to this matter is appreciated.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/cso
Enclosure

12 MAY 86

IN 85 12: 52

RECI
#687
JUN 10 1986
F-39
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Harmans Civic Association, Inc.

Harmans
WBA

The Honorable
Senator Paul Sarbanes
U.S. Senate
Washington, D. C. 20510

June 1, 1986

Dear Senator:

This letter concerns the proposed construction of Route 100 from I-95 to the proposed new I-97 formerly Route 301. My name is Thomas A. Dixon, Jr., President of the Harmans Civic Association and Chairman of the State Tax Assessment Appeals Board in Anne Arundel County.

We do want to see Route 100 constructed, we feel that it is needed. We do feel however, that of all the alternates, alternate 4 would best suit our total community. We feel that under Section 4F-771.135 that an exception should be made because long standing minority communities should not be disturbed. They are families that are related in all communities, starting with Race Road in Dorsey, Maryland, Wright Road in Hanover, Maryland and on Dorsey Road in the vicinity of St. Marks' Church. 85% of these individuals are on fixed incomes. This is an even better reason to choose alternate 4 with a 3B crossover in Queenstown.

So under the Civil Rights Division of the Federal Department of Transportation in which we are dealing with 3 minority communities, alternate 4 should be chosen. The Chief of Police and Fire Department are concerned about the various dead ending of roads under the other proposals they find disturbing because of response time.

I shall await your reply.

Sincerely,
Thomas A. Dixon, Jr.
Judge
Thomas A. Dixon, Jr.

Copies sent to: Senator Charles McC. Mathias
Elizabeth Doles
Office of the Chief Counsel



503



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUL 02 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. Thomas A. Dixon, Jr., President
Harmans Civic Association, Inc.
7677 Ridge Chapel Road
Hanover, Maryland 21076

Dear Mr. Dixon:

This is in response to your letter of June 1, 1986 to the Honorable Paul S. Sarbanes of the United States Senate in which you expressed your concerns with the proposed construction of Maryland Route 100 from Interstate Route 95 to Maryland Route 3. Senator Sarbanes has forwarded your letter to my office and asked that I reply directly to you.

The State Highway Administration has, as you know, worked very closely over the past several years with the Harmans Civic Association in developing an alternate for the proposed Maryland Route 100 that would have a minimal impact to your community. More recently, we have met on several occasions with the Queenstown community to learn of their concerns and, as a result, have developed a modification to Alternate 3 that avoids disruption to most of that community. This revised Alternate, Alternate 3-B, was presented at the Public Hearing on June 12, 1986, along with two other Build Alternates, as well as options that were applicable to the basic Build Alternates.

I want to assure you that we are continuing to investigate the reduction of impacts of proposed Maryland Route 100 on residential communities, and in order to avoid any disruption to community services, such as police and fire protection, are reevaluating the proposed closing of Harmans and W.B.&A. Roads.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

504

JUL 02 1986

Mr. Thomas A. Dixon, Jr.

Page Two

Although Alternate 3-B remains the preferred alternate of the State Highway Administration, a final decision will not be made until all comments received at the Public Hearing, and as a result of the review of the Draft Environmental Impact Statement, have been fully evaluated and considered.

Sincerely,

**ORIGINAL SIGNED BY:
HAL KASSOFF**

Hal Kassoff
Administrator

HK:tlh

cc: Senator Paul S. Sarbanes
Senator Charles McC. Mathias
Secretary Elizabeth Dole
Secretary William K. Hellmann

bcc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Ms. Angela B. Hawkins ✓
Mr. Louis H. Ege, Jr. ✓
Mr. Ronald E. Moon

Note: For additional response, see page VI-184

Additional response to letters from:

- Curtis Warren, dated June 12, 1986
- Irene Hebron, Dr. Preston Hebron and Curtis Warren, dated June 12, 1986
- Willard M. and Beathsader M. Womble
- Virginia I. Warren, dated June 2, 1986
- Thomas A. Dixon, Jr., dated June 1, 1986

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 3B (Modified) incorporates several design changes of the "historical" alignment (Alternate 3-Option A) that has resulted in a reduction of the number of residences displaced by MD Route 100 from 43 to 22. Alternate 4/3B also traverses and southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate. Alternate 3B (Modified) includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. This project has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964 (see letter dated June 26, 1986).

June 10 - 1986

Mr. Ron Moon

We are very concern with Alternate 4, we feel it is so unfair to the people who now live in the Bentwoods Community. As of now we live daily with the noise of Airplanes, And yes, we are very aware of BWT Noise program. As I have talked with Mr. Montgomery and Ms. Barbara Gray. But neither of these people can tell us yes or no in 1987, The noise program will reach the Bentwoods Community. We don't know when the program will reach our community will it be two years? or ten years? or not at all, That why, I would like the State Highway Administration, to look over the problems we now live with in the Bentwoods Community,

before it's too late. We will have to deal on a daily bases with road traffic, we already have air traffic, the air traffic comes and goes. But that road traffic is going to be all the time. That too much concern is giving to the Bentwoods community. For one we are a very small community. Maybe the feelings are in the future the noise program will be in our community, so put alternate 4 in Bentwoods would be fine. Wrong, let me tell you from my own experience. Its a living hell, you don't want to put any more money into your home, we don't know what the future holds for us, what happens if alternate 4 goes in Bentwoods, and BWT program doesn't come this far? or they don't have

the money to buy our homes?
What happens then?

Thank You
Mrs Dorothy Herring
Mr Jack Herring

7209 Bentwoods Rd
Harrovi Md 21076
859-5389



Maryland Department of Transportation

State Highway Administration

589

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 14, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

Mrs. Dorothy Horringer
7209 Bentwoods Road
Hanover, Maryland 21076

Dear Mrs. Horringer:

This is in reference to your letter to Mr. Ronald E. Moon dated June 10, 1986, expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript. We want to assure you that we appreciate the concerns you have with the effects on your home and the Bentwoods Community should Maryland Route 100 be constructed on the Alternate 4 alignment. I also want to assure you they will be fully considered and addressed before a decision is made on the selection of an alternate for Maryland Route 100.

Thank you for writing and letting us know of your concerns. Via the project mailing list, you will be kept aware of future developments and advised of the decision made by the State Highway Administration.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson, Sr.

Note: For additional response, see page VI-189

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-188

5/0

Additional response to letter from Dorothy and Jack Harriger, dated June 10, 1986:

Alternate 4 has not been selected. Questions pertaining to impacts from the Baltimore Washington International Airport should be directed to the State Aviation Administration.

5/11
PROJECT DEVELOPMENT DIVISION
JUN 21 2 04 PM '86

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME JAMES M. TORDELLA DATE 12 JUNE 86
PRESIDENT, MD. ASSOC. OF BICYCLE ORGANIZATIONS (MABO)
ADDRESS 10353 MAYPOLE WAY
CITY/TOWN COLUMBIA STATE MD ZIP CODE 21044

PLEASE PRINT

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

- I AM THE PRESIDENT OF THE MD. ASSOC. OF BICYCLE ORGANIZATIONS, OUR MEMBER ORGANIZATIONS (THE BALTIMORE BICYCLE CLUB, AND THE 4-H CYCLISTS OF A.A. Co, TO NAME TWO) ARE AFFECTED BY ALTERNATES 3 AND 4, ADVERSELY AND ILLEGALLY. CURRENTLY BICYCLISTS HAVE ACCESS TO MD DORSEY ROAD, AND ARE ABLE TO CROSS MAJOR ROADS IN THE AREA, SUCH AS ~~MD~~ US RT 1, MD RT 295, etc, ~~AND~~ WHILE ON DORSEY ROAD.
- IF MD RT 100 IS CONSTRUCTED AS AN EXPRESSWAY UNDER ALTS 3 & 4, THEN MD LAW AGAINST BICYCLISTS ON EXPRESSWAYS WOULD PROHIBIT BICYCLE ACCESS IN AN EAST-WEST DIRECTION, ^{IN THE LARGE STUDY AREA} ALMOST TOTALLY. BICYCLING WOULD BE RESTRICTED TO BEING A NEIGHBORHOOD ACTIVITY. LONGER DISTANCE THRU-ACCESS, ACCESS TO GRADE SCHOOLS AND HIGH SCHOOLS, AND ACCESS TO THE MANY BUSINESSES, WHICH ARE IN THE AREA, ^{WOULD END.} BICYCLING IN MD IS EXTENSIVE AND GROWING RAPIDLY. IT IS HEALTHFUL, INEXPENSIVE, EFFECTIVE TRANSPORTATION. ~~IT~~ IT SHOULD NOT BE SO CURTAILED.
- FEDERAL LAW REQUIRES THAT EXISTING BICYCLE ACCESS MUST BE MAINTAINED. THIS PROJECT, WITH EXISTING MD LAW, GOES AGAINST THIS FEDERAL LAW.
- ONE OPTION WHICH WOULD BE AGREEABLE TO MABO: REVISE MD LAW TO ALLOW BICYCLE ACCESS TO MD AND US EXPRESSWAYS, WHERE NO OTHER ALTERNATE EXISTS TO PRIOR ACCESS BY BICYCLISTS. ANOTHER OPTION: B

Please add my/our name(s) to the Mailing List, I MAY BE ON ALREADY, SINCE I RECEIVED A FLYER.

Please delete my/our name(s) from the Mailing List. ↳ A CONTINUOUS SERVICE ROAD, OR

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. OTHER LOCAL ACCESS ROADS



Maryland Department of Transportation

State Highway Administration

512

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. James M. Tordella, President
Maryland Association of Bicycle Organizations
10353 Maypole Way
Columbia, Maryland 21044

Dear Mr. Tordella:

This is to acknowledge receipt of your comments dated June 12, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon
Mr. James T. Johnson

Note: For additional response, see page VI-192

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VI-191

513

Additional response to letter from James M. Tordella, dated 12 June 1986:

Alternate 3B (Modified) Includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. Bicycle traffic would be maintained on those roads where it currently exists.

514

PROJECT DEVELOPMENT DIVISION
JUN 21 2 04 PM '86

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High Schol

NAME Rev. Diane Summerhill DATE 6/12/86

PLEASE PRINT ADDRESS 6955 Dorsey Road

CITY/TOWN Dorsey STATE MD ZIP CODE 21227

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

My concerns as pastor of Emmanuel United Methodist Church in Dorsey are two-fold:
1) protection of the little Zion Cemetery near the intersection of Route 1 and Amberton Drive, and
2) the integrity of the communities through which the road must traverse, with as little disruption of local traffic flow as possible.

The planners of our nation sometimes forget that the roads are, ultimately, for the people, for their convenience & safety. A plan which is designed to most expeditiously move vehicles, without taking into consideration the people it affects, is a poorly conceived plan.

It sounded from comments at the hearing on 6/12 that Alternative 4 with 3b option best serves human needs.

I am also concerned that you decide as soon as possible, so property owners can make plans accordingly. Many are dangling in uncertainty.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

515



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 16, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

The Reverend Diane Summerhill
6955 Dorsey Road
Dorsey, Maryland 21227

Dear Reverend Summerhill:

This is to acknowledge receipt of your comments dated June 12, 1986 expressing your views on the Maryland Route 100 project. Your letter will be made a part of the official project record by being entered into the Public Hearing transcript.

You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list. We appreciate your views and assure you they will be considered before a final decision is made concerning the project.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:tlh

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Ronald E. Moon ✓
Mr. James T. Johnson

Note: For additional response, see page VI-195

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

5/6

Additional response to letter from the Rev. Diane Summerhill, dated June 12, 1986:

As shown on Figure 11-26, the Zion Cemetery near the intersection of U.S. Route 1 and Amberton Drive will not be directly impacted by the selected alternate, Alternate 3B (Modified). Although the direct access to the cemetery from U.S. Route 1 is blocked by the ramps for the MD Route 100/U.S. Route 1 interchange, access to the cemetery from Amberton Drive is maintained.

517



4351 Garden City Drive
Suite 300
Landover, Maryland 20785
301-459-8700

**Oxford Development
Enterprises, Inc.**

June 12, 1986

Mr. Ronald E. Moon
Project Manager
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Maryland Route 100 Project

Dear Mr. Moon:

Attached is a copy of the statement and exhibits I presented for the public record at the Public Hearing for the referenced project on June 12, 1986.

I am a Vice President with Oxford Development Enterprises, Inc. and am representing the Troy Hill Business Park Partnership. This is a Maryland General Partnership between Transcontinental Properties and Oxford with Oxford being the Managing Partner.

Sincerely,
TROY HILL BUSINESS PARK PARTNERSHIP

Steven D. Armsey
Steven D. Armsey

SDA/jp
enclosure

4963/PD30.03A

Presentation to Maryland State Highway Administration
at Maryland Route 100 Location/Design Public Hearing

June 12, 1986

My name is Steven D. Armsey, Vice President of Oxford Development Enterprises, Inc. I am here representing the Troy Hill Business Park Partnership which has submitted a sketch plan to Howard County for the development of a 192-acre site fronting on the west side of U.S. Route 1 just north of the proposed U.S. Route 1/Maryland Route 100 interchange. We have proposed to develop the parcel into a business park, known as Troy Hill Corporate Business Park, under the right of existing zoning.

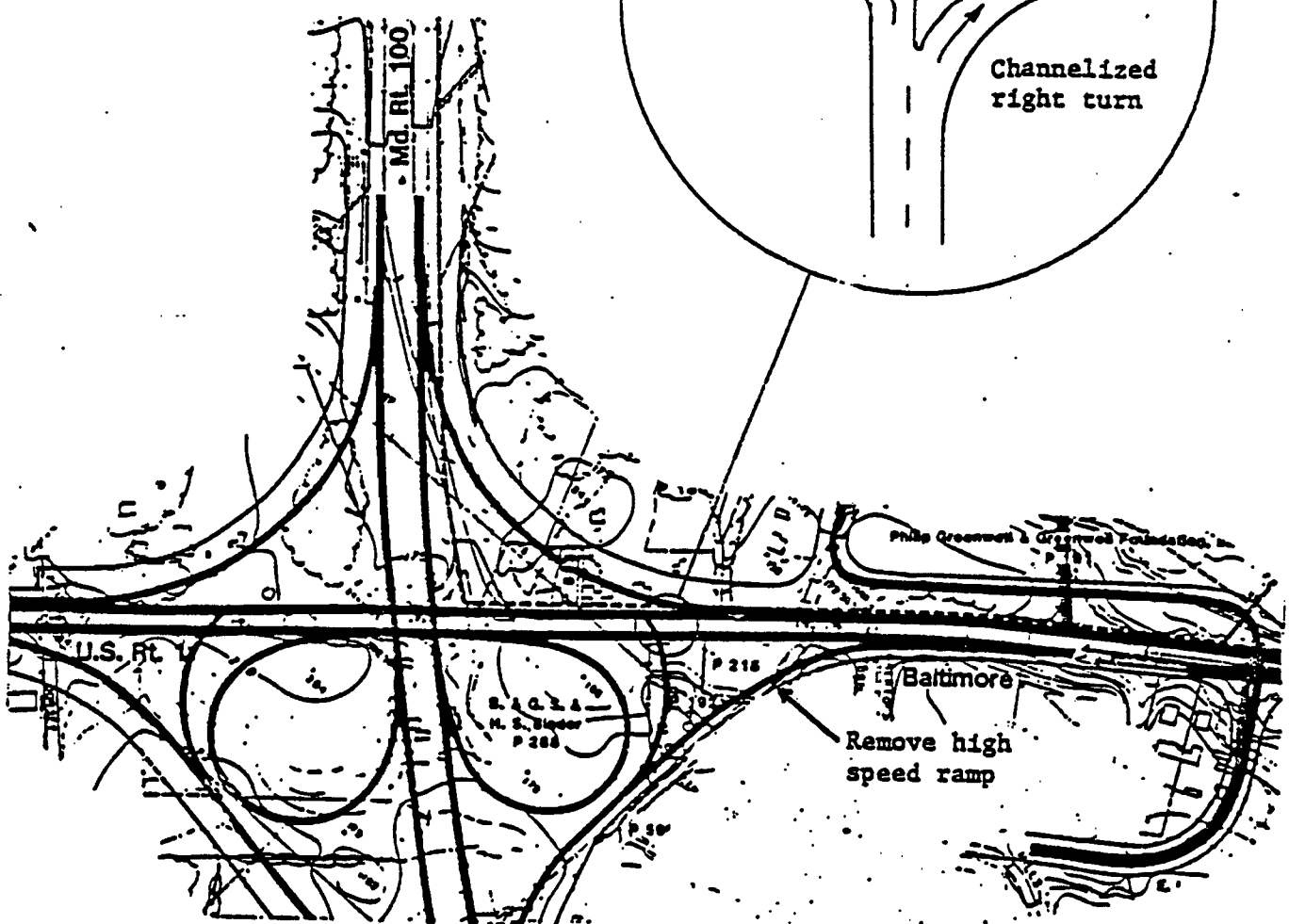
Given the traffic generated by our proposed development (a large portion of which has already been considered in your planning) and the proximity of the proposed two site access points to the interchange, the eventual design of the interchange will have impact on access to the development and vice versa. In light of the mutual desire for smooth and safe traffic flow for through traffic as well as those desiring access to properties along U.S. Route 1, I offer the following comments for your consideration:

1. The traffic analysis that we commissioned for our proposed development confirmed that the interchange design as proposed by the Maryland State Highway Administration is needed to meet the traffic demand for all users in the area. An at-grade intersection at this location will eventually become jammed with continued development and traffic growth. The heavy left turn movements from eastbound Maryland Route 100 to northbound U.S. Route 1 and from northbound U.S. Route 1 to westbound Maryland Route 100 require the loop ramp interchange design as proposed. Hence, we support the interchange design as proposed.

2. We offer one minor revision to the interchange design in the interest of safety. We suggest that the high speed off-ramp for westbound Maryland Route 100 traffic to turn right to northbound U.S. Route 1 be aligned to intersect with U.S. Route 1 at or near the same location for the ramp for left turns onto U.S. Route 1. The attached sketch illustrates this concept. We feel this would be desirable because it will provide more weaving distance for motorist desiring to turn left into the Troy Hill Corporate Business Park and other properties that the first access point will serve. As a benefit to the State of Maryland, it will reduce acquisition of right-of-way in that quadrant and reduce construction costs. Such a revision will not adversely affect the overall operation of the interchange.
3. We also support the relocation of Amberton Drive as proposed by the State. However, we recommend that the exact relocation of intersection coincide with our proposed southern access point to avoid an undesirable offset intersection situation. The attached sketch plan, as submitted to Howard County, illustrates this alignment.
4. If Howard County approves our development plan, the State may not have to build the service road connection to U.S. Route 1 in the northwest quadrant. The internal public road system for the Troy Hill Corporate Business Park would include a public road connection to the properties south of our parcel affording them access to U.S. Route 1. This plan will also reduce the amount of right-of-way acquisition required by the State in the affected area.

In conclusion, as a landowner/developer in the area of the proposed Maryland Route 100/U.S. Route 1 interchange, we strongly support the State's planned highway improvement and specifically the interchange design. We trust you will consider our suggested modifications. Furthermore, as our project moves forward, we intend to coordinate with your agency for required improvements along U.S. Route 1 that will serve the needs of through traffic as well as access to our property and others adjoining us.

Note: For additional response, see page VI-203



BMI

PROPOSED MODIFICATION
TO RAMP DESIGN

Exhibit

522
June 12, 1986

939 Smith Rd.,
Severn, MD. 21144

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717,
Baltimore, MD.

Gentlemen:

I would like to offer my comments and objections on proposed Rt. 100 extension from I-95 to Md. Rt. 3.

First of all, I would like you to know that I am a long time resident of Severn. I have lived my entire life (63 years) on our farm (approximately 50 acres) which is coowned by my brother, Charles. E. Wagner and myself, Howard E. Wagner. The Wagner farm is located on the east side of Rt. 652, south of Queenstown road, and north of Rt. 170/652 intersection. This farm has been actively farmed by the Wagner family since the early 1900s. We have taken care of the land, paid taxes on it, and want to keep it.

The proposed Alternate 3B would seriously effect the farm. The road path would cut the farm in half on a diagonal line from NE corner of the farm near Queenstown road to SW corner of the farm near Rt. 652/170 intersection. The proposed road path would cut through the most fertile part of the land, and take a tenant house, tractor shed, storage shed, and possibly a barn and garage. The roadway would be within 200 feet of my house. The roadway would take away my access road to Rt. 652 and half of the farm's road frontage to Rt. 652. I am not sure how the State would provide me with access to the other side of the farm, but I would have to travel several miles from my home to reach the other side of the farm. The proposed Alternate 3B would also cut me off from the community of Severn. I would have to travel several miles out of my way to get to the Post Office since Rt. 652 to 170 would be blocked. The net result of this proposal is that the road would destroy our farm and ruin the value of the land.

The Alternate 3A also effects the farm but not to as great an extent. It cuts through the south end of the farm and would result in many of the disadvantages as the Alternate 3B path. Therefore I am not in favor of Alternate 3A either.

I would like to know why alternate 3B road path can't be shifted south of our farm and make use of State owned property that the State Roads purchased many years ago.

I would also like to know why the State Road Commission favors Alternate 3B which is the most expensive to construct (\$153.9M according to your estimates). I would think that the 3/4 Crossover, which is considerably cheaper (\$15.8M less) would be a more appropriate course. It does not effect the Queenstown community any more than alternate 3B. And, it keeps the hustle, bustle, traffic, and noise near Rt. 176, the Airport, and the industrial centers for which it is intended to serve. Why destroy what is left of a small rural area and waste additional tax payers dollars.

One final comment. I tried to mail you my comments using the business reply form that was attached to the back of the Combined Location/Design Public Hearing Document (PDMS NO 022007). It was returned to me by the Post Office stamped Return to Sender, Business Reply Permit Cancelled.

Sincerely,

Howard E. Wagner

Howard E. Wagner

Response to letters from Steven D. Armsey, dated June 12, 1986 and Howard E. Wagner, dated June 12, 1986:

Mr. Armsey's letter is a copy of the statement he presented at the Public Hearing. The comments in Mr. Wagner's letter were expressed at the Public Hearing by Howard E. Wagner, Jr. Responses thereto are given in Section VI.B.1.

Ron,

Here is a copy of my speech, as well as, the signatures I collected (I didn't add any). I hope these and all the comments on June 12, will influence SHA to build Alternate 4.

I have some additional comments to make. In regard to the levels of service for alt. 4, doesn't it make sense that more traffic would utilize the New Ridge Road Extension interchange than projected? If traffic on Dorsey over to the VFW interchange is going to be at a level of E, then more people would use the other interchange which is projected at only a level of A. Are the high levels of service projections on Rt. 170 reflecting all the traffic trying to get to Rt. 100? I assume that to be the case. Therefore, is the volume of traffic taken into account when designing interchanges? The VFW interchange is not well designed for that many autos. Isn't there some way of improving it to include more continuous flow, instead of utilizing so many stop signs? If not, then are the ramps & lanes?

Also, could you enlighten me on how the levels of service are estimated? I know the number of lanes is taken into account, which confuses me even more. For example, on pg. I-6 Rt 650 has 4,800 A.D.T. with 2 lanes and is at a level of C. Whereas, on pg. VI-204, New Ridge Road

is projected to have 5,000 A.D.T. with 2 lanes, and will be at a level of A. These roads are similar in nature, & that section of New Ridge would remain as is, so why the discrepancy? There are others.

Does Flo do address searches for everyone in the corridor? Because several people I spoke with didn't get a queen brochure ahead of time. Were all the residents of Harman's Woods and Munson Heights notified? Because neither of those communities has an association. Is it possible for me to get a copy of the transcript? I would like to have a list of all those who spoke including their addresses.

Thanks alot & hope to hear
from you soon,

Connie Beth
7527 Chamberlay Ct.
Hanover, MD 21076
760-3367

1. At the meeting that Mr. Moon had in April with the Sandalwood Association, it was recognized that Alternate 4 could also utilize the Option B that Alternate 3 uses. Nowhere in the Draft Environmental Impact Statement (DEIS) is this pointed out. There was low attendance at that meeting which did not give the State Highway Administration (SHA) or our local officials a good impression. As a result, those of us who did attend were concerned as to how the community actually felt. So, I canvassed the Sandalwood community on Saturday (June 7) with a petition. Over 1/2 of the residents were home. No one was in favor of Alternate 3, and I found widespread support for Alternate 4 with Option B. Here are the many signatures.

2. Alternate 4 has the least relocations of homes and businesses. It takes more farmland, but less than Alternate 3 in acres being actively used. Alternate 4 takes less woodland acres than Alternate 3, even with going through Patapsco State Park. It would cost less in right-of-way, relocation, and construction costs. It has less noise impacted sites than Alternate 3. Alternate 3 Option B affects the historic Smith Farm property, as well as, three archeological sites. Alternate 4 impacts no historical or archeological sites even utilizing Option B because of where the two would connect.

3. The least amount of stream crossings there are, the better the likelihood of not disrupting existing floodplain levels. Alternate 3 has more stream crossings, and takes almost 4 times as much floodplain acreage as Alternate 4. Alternate 4 also takes less wetland acreage which is essential as a buffer system to flood waters. Section 4, pages 38 & 39 of the EIS discuss all the problems associated with construction across and in floodplains. Our floodplain level is already in jeopardy. Between the builder's grading, and the dumpage of debris into the stream behind us, there is already a threat to Lemon Tree Ct. and Leeds Rd. The EIS also states that floodplain problems could increase flood stages upstream. These streets would be upstream of Alternate 3.

4. The EIS states that Alternate 3 would "open a new corridor". That is not true. We currently have one east/west road. Alternate 3 would cul-de-sac Dorsey Rd., and still allow for just one east/west road. If Alternate 4 were constructed, there would be two uninterrupted thoroughfares that could be utilized. This really should be done. When one examines the projected levels of service, it becomes even more obvious. Levels of service measure the amount of traffic using a road. It goes from A to F with F being stand-still traffic. Currently, Dorsey Rd. is at a level of E. After construction, Rt. 170 would be at levels of E and F, and so would part of Dorsey Rd. This makes no sense. With Alternate 4, more traffic would utilize the New Ridge Road Extension than they project, but with Alternate 3 the traffic would still be sitting in line waiting to get on Rt. 100. If Alternate 4 is built, both roads would be available for traffic to utilize. The EIS states that the aim of this project is "to relieve existing problems along major routes in the study area". Alternate 3 does not accomplish this goal at all.

5. The EIS states the "build alternates improve access to parks and keep the existing road network intact". Alternate 3 is a mess! It either cul-de-sacs, relocates or both, every local road it crosses but one (Queenstown Rd.). How is that keeping the existing road network intact? The EIS states also that "SHA finds 3B provides the needed service for transportation with minimal impacts to adjacent communities". Alternate 3 just squeezes by several existing communities. By Alternate 4 utilizing Option B, it would provide the least amount of unnecessary disruption.

6. (Page IV-90) In stating a problem of the Crossover Option, the EIS also summarizes Alternate 3. It states that the "interchange construction just east of Md. 295 requires that Md. 176 deadend at Wright Rd. Thus local traffic would have to utilize the interchange at the New Ridge Rd. Extension. The result would be circuitous travel and increased travel time for residents and the Fire Department". If you measure the distance from the Fire House to that interchange, it is just over one mile. Whereas, if you measure the distance from the Fire House to the Relocated Ridge Road interchange utilized with Alternate 3, it also amounts to one mile. If the Crossover Option is so bad, then so is Alternate 3! If Alternate 4 was built, the Fire Department could utilize Dorsey Rd. (because it would be left open) or Rt. 100 whichever would get them there the quickest. This also applies to the local residents. One additional point to be made for the New Ridge Rd. Extension is the elimination of a large part of the Westinghouse traffic from Dorsey Rd. because they could use that interchange via Stoney Run Rd.

7. The Fire Department is not the only service affected. The Anne Arundel County Police Department submitted a letter to SHA favoring Alternate 4 over Alternate 3. The department is concerned with the "sub-dividing of present communities, which could result in an increase in response times to calls for service". Plus, Alternate 3 cul-de-sacs Harmans Rd. meaning a tremendous increase in traffic utilizing Ridge Chapel Road which is right in front of Harmans Elementary School.

8. The airport also submitted a letter to SHA. It states that there are no potential problems with Alternate 3, but lists numerous reasons why Alternate 4 is bad. A major point is the New Ridge Rd. Extension interchange. They are concerned about automobile headlights affecting the departing aircraft at the existing Stoney Run Runway, as well as, the visibility of the planes being a safety problem for the drivers. Well, if you investigate Option B, it shows that these same problems could exist for the current Dorsey Rd. Runway and would be even worse if BWI built its proposed runway 15 L 33 R which would be east of the Dorsey Rd. Runway. But none of this is stated (in the BWI letter). I'm not trying to put down Option B. I'm just stating that the airport would like to make Alternate 4 look as bad as possible and Alternate 3 look wonderful, when in actuality, the airport has problems with both proposals because it wants to expand. Besides, we all currently travel down Dorsey Rd. with aircraft landing over us with no major safety problems.

9. It is going to be tough getting Alternate 4 built through Patapsco State Park. However, if the Federal Highway Administration (FHA) had not considered it a viable alternate, then it would not have been studied in the first place. Now we only have to convince the Department of Natural Resources (DNR) and the Federal Department of Interior. The state would be required to replace the parkland taken and the EIS states that a noise barrier is also feasible for the park. Plus, that section of the park is such rough terrain that it would be difficult for hikers to even utilize it. However, DNR insists that Alternate 4 would be a significant impact, therefore, we must appeal to the Federal Department of Interior. If we influence SHA enough to consider building Alternate 4, and they can't get past DNR permits, then we have got to go above DNR to the Interior Department. The Section 4(f) evaluation states that "no other feasible and prudent alternative" be available or parkland cannot be taken. We've got to insist that Alternate 3 is not feasible, but utterly ridiculous. I have the address for the Department of Interior, as well as some points to make in a letter to them if you would like to see me afterwards.

10. "The counties acknowledge the need to improve this traffic corridor to better serve expanded light industrial development and the associated truck traffic in the BWI Airport area." Alternate 4 provides excellent access for Landco, Friendship Airpark, BWI Commerce, and Baltimore Commons Industrial Parks. An access road from Alternate 4 to Race Rd. could be provided to accommodate Parkway Industrial if the state wanted to alleviate all the truck traffic. With Alternate 3 only Parkway Industrial truck traffic would be off of Dorsey Rd. Also, the EIS states that the "local businesses might experience some loss of activity under the build alternates since a large portion of the through traffic would be moved away from the Md. 176 corridor". Well, not only would that be a problem for businesses, but for all the existing traffic. Where would it go? Alternate 4 would cause less traffic tie-ups.

11. The EIS states that "the transportation goal of this project is to identify an alignment that adequately and safely accommodates the traffic needs of the study area". That alignment has been identified, and it is Alternate 4 with Option B! The document states (Page IV-12) that Alternate 4 allows "continued, uninterrupted access and travel for area residents", and that's what we want built!

The following people support the Alternate 4 Option alignment for the extension of Md. Route 100.

NAME	ADDRESS
Connie Both	7527 Cranberry Ct.
Suzanne Koyulis	7521 CRANBERRY Ct.
Jones & Margaret Smith	7517 Cranberry Ct.
Carol Seib	7513 Saffron Court
Tom Seib	" " "
Sandra Buckley	7511 Saffron Court
Ken D. Chesley	7509 Saffron Court
Carl E. Swartzlander	7505 Saffron Court
Delphine Swartzlander	7505 Saffron Ct.
Timothy L. Waples	7501 Saffron Ct.
M/M. K. Calasco	7506 Saffron Ct.
Lucia M. Echenaria	7510 Saffron Ct.
Brookna Holmes	7512 Saffron Ct.
Ralph B...	7516 Saffron Ct.
Caro Melton	7518 Cranberry Ct.
Benjamin T. Newman	7524 Cranberry Ct.
Thomas E. Sibley	7526 Cranberry Ct.
William Both	7527 Cranberry Ct.
Cyrus Lisscomb	7225 Cranberry Ct.
Devin D. Hoffmeyer	7523 Cranberry Ct.
Ch. A. M. H...	1310 Strawberry Lane
Caril C. Poundstone	1308 Strawberry Lane
Susan Seibels	7512 Sandlewood Ct.
Kay L. Sibley	7512 Sandlewood Ct.
Walter E. Seaw	7510 Sandlewood Ct.

The Following people support the Alterate 4 Option B alignment for the extension of Md. Route 100.

NAME	ADDRESS
Bill [unclear]	7502 Sandalwood Ct
Don [unclear]	7500 Sandalwood Ct
Margaret Waverport	7500 Sandalwood Ct
John [unclear]	7501 Sandalwood Ct
John & Fannell	7501 SANDLEWOOD CT.
Mary Zabetsky	7503 Sandalwood Ct.
Anna [unclear]	7503 Sandalwood Ct.
C. E. Davis	7505 Sandalwood Ct.
Nancy Allen	7509 Sandalwood Ct.
Terese Fowler	7509 Sandalwood Ct.
Gwendolyn Monroe-Surles	7511 Sandalwood Ct.
Alfonso Surles	7519 Sandalwood Court
Bob [unclear]	7522 Lemon Tree Ct.
Dave [unclear]	7524 Lemon Tree Ct.
James B. Power	7532 Lemon Tree Ct.
Margene M. Mock	7532 Lemon Tree Ct.
Mark R. Kuchewal	7533 Lemon Tree Ct.
[unclear]	7533 Lemon Tree Ct.
Art [unclear]	7531 Lemon Tree Ct.
Karen [unclear]	" "
Pat Brookman	7529 Lemon Tree Ct.
Yesty Lucas	1300 ST. AWBERRY Lane
Dean Jones	1303 Strawberry Lane
Vimala Peddicetti	7510 Ackerman Ct. Hanover
Robert E. Huntz	7508 Ackermann Ct Hanover

The following people support the Alternate 4 Option B alignment for the extension of md. Route 100.

NAME	ADDRESS
Alexander J. Brown	7504 Ackermann Ct. Hanover Md.
Glenda Brown	7504 Ackermann Ct. Hanover Md
Patty Ellen Ayers	7505 Ackermann Ct. Hanover Md
Steven Ayers	7505 Ackermann Ct. Hanover Md
Gilbert Eldridge Jr	1328 Craighill Ct. Hanover, Md
Theresa L. Martin	1326 Craighill Ct. Hanover, Md.
Maime Melendez	1324 Craighill. Hanover md
Jose Melendez	1324 CRAIGHILL, HANOVER, MD
Maureen Mundell	1322 Crestlil Ct. Hanover, Md. 21076
Alexander Hardie	1319 Craighill Ct. Hanover MD 21076
Martina W. Coffy	1316 Craighill Ct. Hanover, MD 21076
Fremont B Coffy	1316 Craighill Ct. Hanover, Md 21076
Leanne Jacques	1323 Craighill Ct. Hanover, Md 21076
Richard Jacques	1323 Craighill Ct. Hanover, Md 21076
Marcia Preston	1302 Strawberry Ln Hanover - Md 21076
Steph J. Preston	1302 STRAWBERRY LN, HANOVER, MD 21076
Clement J. Lipscomb Jr.	7525 CRANBERRY CT, HANOVER, MD 21076
Clement J. Lipscomb Sr.	7525 Cranberry Ct. Hanover, MD 21076
Cheryl A. Lipscomb	7525 Cranberry Ct. Hanover Md 21076
Levy J. Stephens	7528 Cranberry Ct., Hanover, Md 21076
Joseph F. Stephens	7528 Cranberry Ct. Hanover MD 21076

Connie L. Both
7527 Cranberry Court
Hanover, Maryland 21076
July 4, 1986

Connie L. Both

Governor Harry R. Hughes
The State House
Annapolis, Maryland 21401

Dear Sir:

I am writing in regard to the proposed extension of Maryland Route 100. The State Highway Administration (SHA) had a Combined Location/ Design Public Hearing on June 12, 1986. At this hearing, it quickly became apparent that local support is overwhelmingly behind the construction of Alternate 4 with Option B. SHA's preferred alignment is Alternate 3 with Option B. I realize that your term in office is coming to a close, but I also realize that you are very concerned about important local issues. I hope that you will use your influence to help us in this matter. Our local representatives have not researched all of the ramifications of Alternate 3, and therefore have lent their support to its construction. Testimony at the hearing brought out facts that they were unaware of, and hopefully, the convincing evidence has swayed them to change their positions.

Alternate 4 has two obstacles. It would traverse Patapsco State Park and a corner of the BWI Airport property. Even so, as an environmentalist, I feel that the benefits of Alternate 4 far outweigh its negatives; throughout the entire alignment, Alternate 3 causes more environmental degradation than Alternate 4. I have enclosed the speech that I presented at the Public Hearing which highlights these impacts.

A major concern that I have come to realize (since speaking) is the impact that Alternate 3 would cause to the Buckingham Forest Tree Nursery. It is the only reforestation nursery for the entire state of Maryland and is presently also supplying Delaware with sapplings. The nursery is ideal with rich floodplain soil, surrounding clear ponds, nearby wildlife populations, and good topography. The Department of Natural Resources (DNR) should be more concerned with the devastation caused by Alternate 3 than with Alternate 4. DNR stated that Alternate 4 would cause a significant impact to the park. However, I disagree. That particular section of Patapsco State Park is such rough terrain that it would be difficult for hikers to even utilize it. If Alternate 4 is built, the land would be replaced by SHA acre for acre with much better property. Plus, the Draft Environmental Impact Statement states that a noise barrier is feasible for the portion of the park crossed.

RECEIVED
JUL 07 1986
EXEC. DEPT.

BWI Airport claims that Alternate 4 would cause safety problems. However, I feel that any alignment that is constructed will cause the airport problems because of its desire to expand. Alternate 4 could be built below grade across the BWI property. This would allow for safe overhead air traffic - safer than currently exists on Dorsey Road (Route 176).

Aside from the environmental issues, Alternate 4 with Option B would allow for two uninterrupted thoroughfares. Whereas, Alternate 3 disrupts the entire local road network with numerous cul-de-sacs and relocations, including dead-ending Dorsey Road at Route 295. Alternate 4 would also allow Westinghouse traffic to access Route 100 directly via Stoney Run Road. This would further relieve traffic congestion on Dorsey Road.

Alternate 4 is a much more compatible alignment allowing for continued, uninterrupted access and travel for local and through traffic. It has the overwhelming support of local residents, as well as, businesses. Several businesses spoke at the Public Hearing against Alternate 3 and in favor of Alternate 4. SHA had sent them separate letters urging them to support Alternate 3, but they did not. For instance, the BWI Commerce Park supported Alternate 4, while the Parkway Industrial Center chose to point out all of the bad points of Alternates 2 and 3.

Please consider these points carefully and help us get the best possible road built. Alternate 4 with Option B appeases the majority of those involved and also causes the least environmental damage.

Thank you for your kind attention to this matter, and I look forward to hearing from you.

Sincerely,
Connie L. Both
Connie L. Both

47)

1. At the meeting that Mr. Moon had in April with the Sandalwood Association, it was recognized that Alternate 4 could also utilize the Option B that Alternate 3 uses. Nowhere in the Draft Environmental Impact Statement (DEIS) is this pointed out. There was low attendance at that meeting which did not give the State Highway Administration (SHA) or our local officials a good impression. As a result, those of us who did attend were concerned as to how the community actually felt. So, I canvassed the Sandalwood community on Saturday with a petition. Over 1/2 of the residents were home. No one was in favor of Alternate 3, and I found widespread support for Alternate 4 with Option B. Here are the many signatures.

2. Alternate 4 has the least relocations of homes and businesses. It takes more farmland, but less than Alt. 3 in acres being actively used. Alt. 4 takes less woodland acres than Alt. 3, even with going through Patapsco State Park. It would cost less in right-of-way, relocation, and construction costs. It has less noise impacted sites than Alt. 3. Alt. 3 Option B affects the historic Smith Farm property, as well as, 3 archeological sites. Alt. 4 impacts no historical or archeological sites even utilizing Option B because of where the two would connect.

3. The least amount of stream crossings there are, the better the likelihood of not disrupting existing floodplain levels. Alt. 3 has more stream crossings, and takes almost 4 times as much floodplain acreage as Alt. 4. Alt. 4 also takes less wetland acreage which is essential as a buffer system to flood waters. Section 4, pages 38 & 39 of the EIS discuss all the problems associated with construction across and in floodplains. Our floodplain level is already in jeopardy. Between the builder's grading, and the dumpage of debris into the stream behind us, there is already a threat to Lemon Tree Ct. and Leeds Rd. The EIS also states that floodplain problems could increase flood stages upstream. These streets would be upstream of Alt. 3.

4. The EIS states that Alt. 3 would "open a new corridor". That is not true. We currently have one east/west road. Alt. 3 would cul-de-sac Dorsey Rd., and still allow for just one east/west road. If Alt. 4 were constructed, there would be two uninterrupted thoroughfares that could be utilized. This really should be done. When one examines the projected levels of service, it becomes even more obvious. Levels of service measure the amount of traffic using a road. It goes from A to F with F being stand-still traffic. Currently, Dorsey Rd. is at a level of E. After construction, Rt. 170 would be at levels of E and F, and so would part of Dorsey Rd. This makes no sense. With Alt. 4, more traffic would utilize the New Ridge Road Extension than they project, but with Alt. 3 the traffic would still be sitting in line waiting to get on Rt. 100. If Alt. 4 is built, both roads would be available for traffic to utilize. The EIS states that the aim of this project is "to relieve existing problems along major routes in the study area". Alt. 3 does not accomplish this goal at all.

1025q

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5. The EIS states the "Build alternatives improve access to parks and keep the existing road network intact". Alt. 3 is a mess! It either cul-de-sacs, relocates or both, every road it crosses but one (Queenstown Rd.). How is that keeping the existing road network intact? The EIS states also that "SHA finds 3B provides the needed service for transportation with minimal impacts to adjacent communities". Alt. 3 just squeezes by several existing communities. By Alt. 4 utilizing Option B, it would provide the least amount of unnecessary disruption.

6. (Page IV-90) In stating a problem of the Crossover Option, the EIS also summarizes Alt. 3. It states that the "interchange construction just east of Md. 295 requires that Md. 176 deadend at Wright Rd. Thus local traffic would have to utilize the interchange at the New Ridge Rd. Extension. The result would be circuitous travel and increased travel time for residents and the Fire Department". If you measure the distance from the Fire House to that interchange, it is just over one mile. Whereas, if you measure the distance from the Fire House to the Relocated Ridge Road interchange utilized with Alt. 3, it also amounts to one mile. If the Crossover Option is so bad, then so is Alt. 3! If Alt. 4 was built, the Fire Department could utilize Dorsey Rd. (because it would be left open) or Rt. 100 whichever would get them there the quickest. This also applies to the local residents. One additional point to be made for the New Ridge Rd. Extension is the elimination of a large part of the Westinghouse traffic from Dorsey Rd. because they could use that interchange via Stoney Run Rd.

7. The Fire Department is not the only service affected. The Anne Arundel County Police Department submitted a letter to SHA favoring Alt. 4 over 3. The department is concerned with the "sub-dividing of present communities, which could result in an increase in response times to calls for service". Plus, Alt. 3 cul-de-sacs Harmans Rd. meaning a tremendous increase in traffic utilizing Ridge Chapel Road which is right in front of Harmans Elementary School.

8. The airport also submitted a letter to SHA. It states that there are no potential problems with Alt. 3, but lists numerous reasons why Alt. 4 is bad. A major point is the New Ridge Rd. Extension interchange. They are concerned about automobile headlights affecting the departing aircraft at the existing Stoney Run Runway, as well as, the visibility of the planes being a safety problem for the drivers. Well, if you investigate Option B, it shows that these same problems could exist for the current Dorsey Rd. Runway and would be even worse if BWI built its proposed runway 15 L 33 R which would be east of the Dorsey Rd. Runway. But none of this is stated (in the BWI letter). I'm not trying to put down Option B. I'm just stating that the airport would like to make Alt. 4 look as bad as possible and Alt. 3 look wonderful, when in actuality, the airport has problems with both proposals because it wants to expand. Besides, we all currently travel down Dorsey Rd. with aircraft landing over us with no major safety problems.

1025q

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9. It is going to be tough getting Alt. 4 built through Patapsco State Park. However, if the Federal Highway Administration (FHA) had not considered it a viable alternate, then it would not have been studied in the first place. Now we only have to convince the Department of Natural Resources (DNR) and the Federal Department of Interior. The state would be required to replace the parkland taken and the EIS states that a noise barrier is also feasible for the park. Plus, that section of the park is such rough terrain that it would be difficult for hikers to even utilize it. However, DNR insists that Alt. 4 would be a significant impact, therefore, we must appeal to the Federal Department of Interior. If we influence SHA enough to consider building Alt. 4, and they can't get past DNR permits, then we have got to go above DNR to the Interior Department. The Section 4(f) evaluation states that "no other feasible and prudent alternative" be available or parkland cannot be taken. We've got to insist that Alt. 3 is not feasible, but utterly ridiculous. I have the address for the Department of Interior, as well as some points to make in a letter to them if you would like to see me afterwards.

10. "The counties acknowledge the need to improve this traffic corridor to better serve expanded light industrial development and the associated truck traffic in the BWI Airport area." Alt. 4 provides excellent access for Landco, Friendship Airpark, BWI Commerce, and Baltimore Commons Industrial Parks. An access road from Alt. 4 to Race Rd. could be provided to accommodate Parkway Industrial if the state wanted to alleviate all the truck traffic. With Alt. 3 only Parkway Industrial truck traffic would be off of Dorsey Rd. Also, the EIS states that the "local businesses might experience some loss of activity under the build alternates since a large portion of the through traffic would be moved away from the Md. 176 corridor". Well, not only would that be a problem for businesses, but for all the existing traffic. Where would it go? Alt. 4 would cause less traffic tie-ups.

11. The EIS states that "the transportation goal of this project is to identify an alignment that adequately and safely accommodates the traffic needs of the study area". That alignment has been identified, and it is Alt. 4 with Option B! The document states (Page IV-12) that Alt. 4 allows "continued, uninterrupted access and travel for area residents", and that's what we want built!

1025q

The following people support the Alternate 4 Option alignment for the extension of Md. Route 100:

NAME	ADDRESS
Connie Both	7527 Cranberry Ct.
Suzanne Koyulis	7521 CRANBERRY Ct.
James & Margaret Smith	7517 Cranberry Ct.
Carol Lee	7513 Saffron Court
Tom Lee	" " "
Sandra Buckley	7511 Saffron Court
Paul A. Chesney	7509 Saffron Court
Carl E. Swartzlander	7505 Saffron Court
Daphne Swartzlander	7505 Saffron Ct.
Timothy W. Highley	7501 Saffron Ct.
M/M. K. Jalesko	7506 Saffron Ct.
Lucia M. Echenaria	7510 Saffron Ct.
Rodna Holmes	7512 Saffron Ct.
Ralph B...	7516 Saffron Ct.
Ann M...	7518 Cranberry Ct.
Benjamin T. Johnson	7524 Cranberry Ct.
Thomas E. Sikler	7526 Cranberry Ct.
William Both	7527 Cranberry Ct.
Cyrus Lipscomb	7225 Cranberry Ct.
David H. Foster	7523 Cranberry Ct.
M. H. M. H. H.	1310 Strawberry Ln
Carol C. Poundstone	1308 Strawberry Lane
Susan Seibel	7512 Sandwood Ct.
Myrl S. Sibley	7512 Sandwood Ct.
Walter E. Lee	7510 Sandwood Ct.

The following people support the Alternate 4 Option B alignment for the extension of Md. Route 100.

NAME

ADDRESS

NAME	ADDRESS
Bill Hill	7502 Sandalwood Ct.
John Boarder	7500 Sandalwood Ct.
Margaret Waverport	7500 Sandalwood Ct.
Levin D. Fennell	7501 Sandalwood Ct.
Levin D. Fennell	7501 Sandalwood Ct.
Mary Zabotnik	7503 Sandalwood Ct.
Anna J. [unclear]	7503 Sandalwood Ct.
C. E. Davis	7505 Sandalwood Ct.
Nancy Glenn	7509 Sandalwood Ct.
Teressa Fowler	7509 Sandalwood Ct.
Gwendolyn Monroe-Surles	7509 Sandalwood Ct.
Alfonso Surles	7509 Sandalwood Court
Ed. Rank	7522 Lemon Tree Ct.
Dave [unclear]	7524 Lemon Tree Ct.
James B. Powers	7532 Lemon Tree Ct.
Margene M. Mock	7532 Lemon Tree Ct.
Mark R. Kuchera	7533 Lemon Tree Ct.
[unclear]	7533 Lemon Tree Ct.
Git [unclear]	7531 Lemon Tree Ct.
Loren [unclear]	" "
Pat Brookman	7529 Lemon Tree Ct.
Vesley Lucas	1560 Strawberry Lane
Dean Jones	1303 Strawberry Lane
Himala Peddicatti	7570 Ackerman Ct. Hanover
Robert E. Hunt	7508 Ackerman Ct. Hanover

The following people support the Alternated Option B 540 alignment for the extension of Md. Route 100.

NAME	ADDRESS
Alexandra D. Brown	7504 Ackermann Ct. Hanover Md
Glenda Brown	7504 Ackermann Ct. Hanover Md
Patty Ellen Ayers	7505 Ackermann Ct. Hanover Md
Steven Ayers	7505 Ackermann Ct. Hanover Md
Kulbert Edwards Jr	1328 Craighill Ct. Hanover Md
Theresa L. Martin	1326 Craighill Ct. Hanover, Md.
Mama Melendez	1324 Craighill -- Hanover -- Md.
Jose Melendez	1324 CRAIGHILL, HANOVER, MD
Maureen Mundell	1322 Craighill Ct. Hanover, Md. 21076
Alexander Harder	1319 Craighill Ct, Hanover MD 21076
Martina W. Grotty	1316 Craighill Ct. Hanover, MD 21076
Fremont B. Grotty	1316 Craighill Ct. Hanover, Md 21076
Leanne Vieques	1323 Craighill Ct. Hanover, Md 21076
Richard Vieques	1323 Craighill Ct. Hanover, Md 21076
Marcia Preston	1302 Strawberry Ln Hanover - Md 21076
Steph J. Preston	1302 STRAWBERRY LN, HANOVER, MD 21076
Clement J. Spascond	7525 CRANBERRY CT, HANOVER, MD 21076
Clement J. Spascond Sr.	7525 Cranberry Ct. Hanover, MD 21076
Cheryl J. Spascond	7525 Cranberry Ct Hanover MD 21076
Levy J. Spascond	7528 Cranberry Ct, Hanover, Md 21076
Joseph F. Spascond	7528 Cranberry Ct. Hanover MD 21076

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Maryland Department of Transportation

State Highway Administration

AUG 07 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
I-95 to Maryland Route 3
PDMS No. 022007

PROJECT
DEVELOPMENT
DIVISION
AUG 8 2 33 PM '86

Ms. Connie L. Both
7527 Cranberry Road
Hanover, Maryland 21076

Dear Ms. Both:

This is in response to your letter of July 2, 1986 to Senator Paul Sarbanes concerning the proposed construction of Maryland Route 100 from I-95 to Maryland Route 3. Senator Sarbanes forwarded your letter to my office and asked that I reply directly to you.

I want to assure you that your support of Alternate 4, combined with Option 3-B, for the construction of Maryland Route 100 has been noted and that your letter and the testimony you presented at the public hearing will be considered along with all other comments received. We are currently reviewing all comments received as a result of the June 12, 1986 public hearing and from the circulation of the Draft Environmental Impact Statement. A final decision will not be made until all comments have been evaluated. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh

- cc: Senator Paul S. Sarbanes
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon
- Mr. James T. Johnson

Note: For additional response, see page VI-221

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Response to letters from Connie Both, the transcript of her testimony given at the Public Hearing and a letter dated July 4, 1986.

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate. Alternate 3B (Modified), includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. The project will be designed in accordance with current Water Resources Administration and State Highway Administration criteria which requires that the construction results in no significant increase in the 100-year floodplain.

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PARKWAY INDUSTRIAL CENTER
7223 PARKWAY DRIVE, SUITE 209
DORSEY, MD. 21076
(301) 796-4446/ WASH. 621-2850
ELN TELEX: 910-350-1615

REPLY TO:
P.O. BOX 8754
BALTIMORE, MARYLAND 21240 - 0754

June 26, 1986

JUN 27 11 26 AM '86
PROJECT DEVELOPMENT DIVISION

Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Md. 21203

Dear Mr. Pedersen,

I met with Mr. Ron Moon on June 23, 1986 in reference to State Highway Administration's 2 options to link Routes 103 (Meadowridge Road) and 176 (Dorsey Road) pertaining to Maryland Route 100.

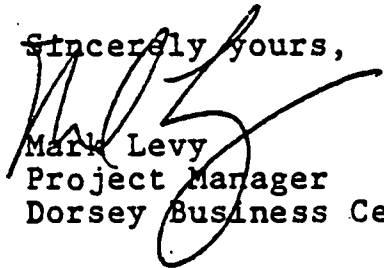
As the developer of Dorsey Business Center I feel it would be beneficial for the State of Maryland to consider linking these 2 roads at the entrance of our new park. Your original designs were predicated on our property maintaining its old character, a speedway. As you know we are developing an excess of 600,000 sq. ft. of office space at this location. Due to the change in land use, I am requesting the cooperation of your office to work with us on this matter.

Your office should be in receipt of our traffic study for Dorsey Business Center. Mr. Moon is in favor of my company looking into this matter. I will generate a traffic study by Greenhorne & O'Mara, Inc. to look at my development's impact on your 2 options.

I am of the understanding that you are approximately 2 weeks away from deciding on one of the two options. I am hopeful you can delay that decision until the results of my traffic study are in. At that time I would like to further discuss this matter with you, in person.

I look forward to working with you on this project.

Sincerely yours,


Mark Levy
Project Manager
Dorsey Business Center

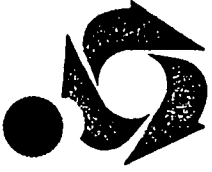
cc: Mr. Ron Moon ✓

ML:ts

VI-222

Maryland's strategically located Business/Office Park-midway on the Baltimore-Washington Parkway





Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoﬀ
Administrator

July 31, 1986

RE: Contract No. AA 682-101-572
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
PDMS No. 022007

Mr. Mark Levy
Project Manager
Dorsey Business Center
P.O. Box 8754
Baltimore, Maryland 21240-0754

Dear Mr. Levy:

This is in reference to your letter of June 26, 1986 concerning the proposed relocation of Maryland Route 176 (Dorsey Road) in the vicinity of the Dorsey Business Center. Your request to modify the options being considered for this relocation, so as to provide a direct connection between Maryland Route 103 and the entrance to the business park, has been taken under advisement and will be investigated during the further development of the project.

I would like to thank you for your interest in this project and for your desire to develop a design for the relocation of Dorsey Road that would be mutually beneficial and in the best interests of both the State Highway Administration and the Dorsey Business Center. We look forward to receiving the results of your traffic study and will advise you of any decisions that are made. However, at this point in time I do not anticipate a final decision being made on either Maryland Route 100 or this section of Dorsey Road for several weeks.

Should you like to discuss this matter further, or if you should need additional information, please let me know.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ss

cc: Mr. E. H. Meehan
Mr. G. R. Straub
Mr. L. H. Ege, Jr.
Mr. R. E. Moon
Mr. J. T. Johnson

Note: For additional response, see page VI-228

My telephone number is 659-1110

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

544

545

SIBREA & BLOOM

ATTORNEYS AT LAW
208 W. PENNSYLVANIA AVENUE
TOWSON, MARYLAND 21204

JOHN E. SIBREA
MILLARD D. BLOOM

SUSAN L. MacDONALD

PROJECT DEVELOPMENT DIVISION
JUN 28 3 12 PM '86
TELEPHONE (301) 828-0018

June 27, 1986

Mr. Neil J. Pederson, Director
Office of Planning & Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Contract No. AA 682-101-570
PDMS No. 022007
Md. Rte. 100
I-95 to Md. Rte. 3 (I-97)

Dear Mr. Pederson:

Kindly be advised that this office represents the owners of fee simple property, consisting of approximately one and one-half acres, improved by several buildings, and situated at 6748 Dorsey Road, in Howard County.

According to the proposals, presently before the State Highway Administration, Rte. 100 will be extended from Rte. 95 to Rte. 3, thus causing Rte 176 (Dorsey Road) to be closed at the intersection with Rte. 1

Our clients presently lease the aforementioned land and buildings to a R.V. dealership, R.V. Unlimited, Inc., which requires public exposure to induce the sales and service of R.V. motorhomes, trailers and camping equipment. That the tenants have advised the owners that they will not renew the lease or exercise their option to purchase the property as the change of the traffic pattern will greatly damage their business.

Although our clients are opposed to the pending proposal, they recognize that the extension of Rte. 100 will in fact be accomplished. Therefore, it is our request that the extension be accomplished doing the minimal damage to our clients and perhaps saving the State of Maryland additional expenses.

I call your attention to pages 20 & 21 in the green book distributed at the public hearing held on June 12, 1986. Alternate 2 & Alternate 3 show the proposed blocking of Rte. 1 and further establish the relocation

of Rte. 176 (Dorsey Road) beginning opposite the intersection of Md. Rte. 103 (Meadowridge Road) and U.S. Rte. 1 as fully described in the green book on page 13, 3rd paragraph under sub-title "Alternate 2 - Urban Arterial".

We are proposing that the "Option" road be considered rather than the present designated road which would tie into Md. Rte. 176 near Magnolia Avenue. After reviewing the site and the plans we believe the "option" road is more feasible for the following reasons:

1. It would allow the "option" road to exit onto Rte. 176, to the left of clients' property routing traffic in front of the property rather than to the rear of the property as proposed by the original plan.
2. That the construction of the "option" road is much shorter in length than the proposed road. Considerably reducing the building costs.
3. That the "option" road would run parallel to Rte. 1 allowing it to be a service road, if necessary.
4. That it is our understanding there are no buildings in the path of the "option" road which would have to be purchased or condemned while the proposed road would require the razing of at least three houses.

We believe that it would be to the best interests of both the State of Maryland, Howard County, and our clients that the "option" road be given primary consideration in your final plans.

Because of the importance of this matter to both our clients and their tenants, we respectfully request an opportunity to meet with you or your Representative at your earliest convenience in order that we can further discuss the ramifications of the existing proposals.

I would appreciate a prompt response in order that appropriate action can be initiated to best protect our clients' interests.

Thanking you for your kindest consideration, I remain

Very truly yours,

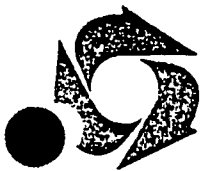

MILLARD D. BLOOM

c/c Mr. Gene R. Straub
Acting District Engineer, District #7
State Highway Administration
P.O. Box 308
5111 Breckeystown Pike
Frederick, Maryland 21701

c/c Mr. Ronald E. Moon
Project Manager
Project Development Division
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

c/c Mr. James T. Johnson
Vice President
Century Engineering, Inc.
32 West Road
Towson, Maryland 21204

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Maryland Department of Transportation

State Highway Administration

July 16, 1986

William K. Heilmann
Secretary

Hai Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
(Interstate Route 97)
PDMS No. 022007

Mr. Millard D. Bloom
SIBREA & BLOOM
Attorneys-at-Law
208 W. Pennsylvania Avenue
Towson, Maryland 21204

Dear Mr. Bloom:

This is in reference to your letter of June 27, 1986 expressing the concerns of your clients as to the effects of the proposed relocation of Maryland Route 176 on their property and business situated at 6748 Dorsey Road in Howard County.

We appreciate your views and have noted your preference for an option that would best serve the needs of your clients. I want to assure you that every consideration will be given to your recommendations in the selection of an alternate for the relocation of Maryland Route 176; however, a decision will not be made until all comments received during and subsequent to the Public Hearing have been evaluated.

Thank you for writing and letting us know of your concerns. Your letter will be made a part of the official project record and will be entered into the Public Hearing transcript. You indicated in your letter that you would like to meet to discuss the ramifications of the proposals for the relocation of Maryland Route 176. I agree with your assessment of the importance of this matter and believe that such a meeting would be mutually beneficial to both your clients and the State Highway Administration. You may arrange a meeting by calling either my office, at 659-1110, or the Project Manager, Mr. Ronald E. Moon, at 659-1106.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Note: For additional
response, see page
VI-228

NJP:tlh

cc: Mr. E. H. Meehan
Mr. L. H. Ege, Jr.

Mr. R. E. Moon ✓
Mr. J. T. Johnson

My telephone number is 659-1110

Additional response to letters from:

Mark Levy, dated June 26, 1986

Millard D. Bloom, dated June 27, 1986

Under the selected alternate, **Alternate 3B (Modified)**, an adjustment to the 'Option' for relocating Dorsey Road at U.S. Route 1 has been chosen (see Figure 11-27).



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7223 PARKWAY DRIVE, SUITE 209
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REPLY TO:
P.O. BOX 8754
BALTIMORE, MARYLAND 21240 - 0754

June 24, 1986

Mr. Ronald E. Moon
State Highway Administration
707 North Calvert St.
P. O. Box 717
Baltimore, Maryland 21203-0717

Re: Route 100 @ Parkway Industrial Center

Dear Mr. Moon:

This letter will serve as a clarification of Parkway Center's recent testimony at Andover High School regarding the development of Route 100 and its impact upon our tenants and our company. As the representative of 40 companies, with more than 5,000 employees, we are understandably concerned that the State Highway Administration is aware of our concerns regarding future access to Parkway Industrial Center.

The advent of Route 100 is something which we have been waiting for since 1965. It was apparent then, and more so now, that an east west corridor would be necessary for the area to prosper, and we supported all efforts to have the highway constructed, and to that effect dedicated land to the State of Maryland for the proposed interchange at Maryland 295 and Maryland 176. Maryland Route 100, however, was not constructed, and Parkway continued to develop.

In 1980, we acquired and developed Parkway Center II, and in the process spent \$150,000 on road and signal improvements at the intersection of Parkway Drive and Dorsey Road. These added improvements allowed us to develop Parkway Center II into the premier high-tech office park in Anne Arundel County. Our concept for the development evolved from the existing road patterns. These conditions provided our office tenants with the convenience of immediate access to the Baltimore-Washington Parkway, and to the major "generators" North and South. Additionally, the road patterns enabled us to attract Red Roof Inn, a McDonalds Restaurant, and to develop a retail service center.

Maryland's strategically located Business/Office Park-midway on the Baltimore-Washington Parkway

June 26, 1986

These retail developments were undertaken for 2 reasons; our tenants consistently requested the services, and the road patterns allowed for the traffic flows necessary for their successful operation. All of these retail businesses have exceeded their sales projections, and all would be irreparably harmed if the current road patterns were altered.

The harm to Parkway Center's operations would also be significant. Our tenants perception that the now convenient access would be altered to a pattern which is markedly less convenient, would deter the larger expansions many of our tenants are planning. This perception of a less convenient road pattern, although slight in the layman's eyes, is often the most significant factor in a Fortune 500 company's location decision. For this reason it's importance cannot be overstated.

However, having said this, Parkway continues to believe that the development of Route 100 is a needed and important highway project. We believe that its development would be an important step in the future of the Greater BWI Area.

Realizing its importance, we decided at our expense to employ Whitman, Requardt and Assoc. to investigate the impact of the alternative alignments on Parkway Industrial Center's existing access.

Initially Whitman reviewed the Alternative 3-B. Various concepts for exiting and entering Parkway I & II were explored. Throughout this process it became apparent that a connection between the two parks was essential, and that a more convenient "service" road into Parkway II should be evaluated. The enclosed plans are meant to illustrate our current thinking in regards to the 3-B Alternative. If this alternative is selected, we would like the opportunity to further refine this design.



June 26, 1986

Whitman also has investigated Alternative-4. We did not develop any drawings for this plan when it became apparent that this alternative would provide Parkway Center with the best access of all alternatives shown, and would not require any re-design. For this reason Alternative-4 is Parkway Center's preferred alignment.

Parkway is interested in seeing the development of the Route 100 project proceed. We believe we have addressed our concerns regarding the importance we attach to the current access we now enjoy. As we have stated, any change to the existing configuration must be measured against the ideal interchange we have now. We believe suitable solutions can be designed and only request that these solutions be given proper consideration.

Sincerely,

PARKWAY INDUSTRIAL CENTER

Leslie Legum, General Partner

- cc: H. Beard - Whitman Requardt
- H.Kassof, SHA Administrator
- B. Hellman, Secretary of Transportation
- Curtis Warren - Deep Run Civic Assoc.
- Jim Hodges - Deep Run Civic Assoc.
- T. Sophocleus, Anne Arundel County Council
- B. Athey, Md. Senate, 32nd Legislative District
- M. Wagner, Md. Senate, 32nd Legislative District

553

WHITMAN, REQUARDT AND ASSOCIATES

Engineers

EZRA B. WHITMAN, 1963
GUSTAV J. REQUARDT, 1978

2315 SAINT PAUL STREET
BALTIMORE, MARYLAND 21218
(301) 235-3450

KENNETH A. McCORD
THOMAS J. SHAFER
JOHN B. GILLET
J. DONALD PAULUS
CHARLES R. LORTZ
JOHN S. MAYNES

VADEN J. HADDAWAY
THOMAS R. SILCOX
HARRY B. BEARD, JR.
CHARLES W. DEAKYNE
ROBERT W. LONG
HARRY C. MACKAY
ROBERT B. NAENY
BEVERLY M. JOHNSON
DONALD E. KLINGLER
EDWARD A. SERP
FRANK H. TIGHE, JR.
JAMES A. AVIRETT, JR.
JAMES O. ARMACOST, II
PHILIP LEE
WILLIAM A. DELOACHE
THOMAS M. SMITH
G. STUART MENZIES
RICHARD J. KANE

July 3, 1986

Mr. Ronald E. Moon
State Highway Administration
707 North Calvert Street
P. O. Box 717
Baltimore, Maryland 21203-0717

Re: Route 100 @ Parkway Industrial Center

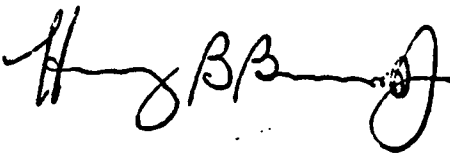
Dear Mr. Moon:

Enclosed are four (4) copies of the "Parkway Center Proposal for Adjustments to Route 100 Alternate 3-B" Plan with revised date of July 3, 1986 to be attached to the letter to you dated June 24, 1986, from Mr. Leslie Legum of the Parkway Industrial Center.

If you have any questions, please contact us.

Very truly yours,

WHITMAN, REQUARDT and ASSOCIATES

By 

Harry B. Beard
W.O. #40221
cc: Mr. Legum
Mr. Minshall

554

RECEIVED

JUL 8 1986

DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION Jul 8 11 32 AM '86

Contract No. AA 682-101-570 - PDMS No. 022007 Combined Location/Design Public Hearing Maryland Route 100 I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

The First National Bank of Maryland Abram J. Kronsberg, Vice President

NAME _____ DATE July 7, 1986

PLEASE PRINT ADDRESS Corporate Facilities Division P.O. Box 1596 ; BANC 102-191

CITY/TOWN Baltimore STATE Maryland ZIP CODE 21203

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

Lined area for handwritten comments or inquiries.

VI-233

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already

First National Bank of Maryland wishes to submit the following testimony regarding the proposed location/design of Maryland Route 100:

1. A number of legitimate concerns have been raised by various groups regarding the alternates proposed by MDOT/SHA; every alternate will in some way have a negative impact on the community. However, one alternate must be selected. To accept the no-build alternative would be to condemn the business and residential interests in this area to continued failing intersections, increased safety problems, and limited development opportunities inconsistent with the objectives of general plans adopted by the affected counties.

2. Of the remaining alternates, the most desirable is the one that will promote:

- accessibility of commercial/industrial properties,
- visibility of commercial/industrial properties;
- freedom of turning movements; and
- enhancement of through traffic movements and volumes.

The alternate that best achieves these objectives is Alternate 3, as modified by a proposal submitted by Mr. Minshall of the Parkway Industrial Center.

3. Alternate 4 diverts much of the main flow of traffic away from the commercial/industrial development along Rt. 176 (which development depends on accessibility/visibility) without a significant improvement in the levels of service in that area. Alternate 2 comes closer to maximizing opportunities within the corridor, but the proposal for a straight at-grade intersection at Race Road near the Parkway Industrial Center fails to consider the stressed levels of service such an

intersection will experience, particularly at peak hours. Turning movements will be at risk and safety could deteriorate below current levels due to the need to cross an upgraded multilane facility such as Rt. 100 will be.

4. Alternate 3 is the best alternate, with one enhancement. As Mr. Minshall proposes, a bridge should be constructed at Parkway Drive and Rt. 100 to allow freedom of movement between the north and south sides of the Parkway Industrial Center. This center was designed, marketed and built as an intergrated facility. Certainly, First National Bank depends heavily on business generated from the entire Center, as well as the community at large. Without a bridge at Parkway Drive and Rt. 100, Rt. 100 will constitute a barrier that will impair business. Additionally, a bridge will facilitate the through (north-south) movement of traffic in the Center instead of forcing such traffic to gerrymander its way through various intersections and interchanges. More direct access between the north and south sides of the Center will promote greater safety (fewer intersections and interchanges to negotiate) and will reduce the volumes such intersections and interchanges will be forced to initially carry, potentially adding to their design life.

THE FIRST NATIONAL BANK OF MARYLAND

By: Abram J. Kronsberg
Abram J. Kronsberg
Vice President

Date: July 7, 1986

cc: David W. Richardson
Alan W. Kempske



Maryland Department of Transportation

State Highway Administration

557

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3 (Interstate Route 97)
PDMS No. 022007

Mr. Abram J. Kronsberg
Vice President
The First National Bank of Maryland
Corporate Facilities Division
P.O. Box 1596; BANC 102-191
Baltimore, Maryland 21203

Dear Mr. Kronsberg:

This is to acknowledge receipt of your letter regarding the proposed location/design of Maryland Route 100. The testimony submitted by the First National Bank of Maryland will be entered into the public hearing transcript and will become a part of the official project record.

We appreciate the support of the bank for the project and want to assure you that your comments will be considered before a final decision is made concerning the project. You will be advised of the decision made by the State Highway Administration and kept aware of future developments via the project mailing list.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ss

cc: Mr. Edward H. Meehan
Mr. Louis H. Ege, Jr.
✓ Mr. Ronald E. Moon
Mr. James T. Johnson, Sr.

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

558

Response to letters from:

Leslie Legum, dated June 24, 1986

Harry B. Beard, dated July 3, 1986

Abram J. Kronsberg, dated July 7, 1986

Several meetings have been held with representatives of Parkway Industrial Center concerning the impacts of the project. As a result of this coordination, Alternate 3B (Modified) includes a standard diamond interchange at Race Road and an alignment shift just west of MD. Route 295.

559

RECEIVED

JUN 2 1986

SECRETARY
OF TRANSPORTATION

7870 QUARTERFIELD ROAD
SEVERN, MARYLAND 21144
MAY 24, 1986

MR. WILLIAM K. HELLMAN, SECRETARY
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
P.O. BOX 717
BALTIMORE, MARYLAND 21203-0717

RE: ROUTE 100'S IMPACT UPON THE QUEENSTOWN COMMUNITY

DEAR MR. HELLMAN:

'TRUTH STOOD ON ONE SIDE AND EASE ON THE OTHER; IT HAS
OFTEN BEEN SO.' WAS IT JUST SIMPLER TO DESTROY THE SIN-
GLE BLACK COMMUNITY THAN TO DISCOMFORT THE OTHERS? IT
SEEMS SO. AND IF NOT, YOU HAVE FAILED YOUR RESPONSIBILITY
FOR YOU, AS A PUBLIC OFFICIAL, MUST AVOID NOT ONLY THE UGLY
FACT BUT ALSO THE SUSPECT APPEARANCE.

SINCERELY,

Nancy W. Gist

NANCY W. GIST

CC: T. ATHEY, M. WAGNER



Maryland Department of Transportation

State Highway Administration

560

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUN 24 1986

Ms. Nancy W. Gist
7870 Quarterfield Road
Severn, Maryland 21144

Dear Ms. Gist:

This is in response to your letter of May 24, 1986 to Secretary Hellmann.

The State Highway Administration has had several meetings with the Queenstown community and has developed an alternate that avoids disruption to most of the community. This alternate, 3B, was presented at the Public Hearing recently held on June 12, 1986, along with several other options.

All comments received at the hearing and as a result of the circulation of the Draft Environmental Impact Statement will be considered before any final decision is made.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh

cc: Mr. Neil J. Pedersen
✓ Mr. Louis H. Ege, Jr.
Ms. Angela B. Hawkins

Note: For additional response, see page VI-260

VI-239

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

561

Mary E. Gaither
503 Queenstown Road
Severn, MD 21144

MR. WILLIAM K. HELLMAN, SECRETARY
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
P.O. BOX 717
BALTIMORE, MARYLAND 21203-0717

RE: ROUTE 100'S IMPACT UPON THE QUEENSTOWN COMMUNITY

DEAR MR. HELLMAN:

I HAVE TO ASK, TO WONDER, AND TO PRAY ABOUT A PUBLIC AGENCY THAT WOULD ALLOW FORTY TO SIXTY MINUTES OF DAILY WEEKDAY TRAFFIC TO DESTROY A COMMUNITY THAT HAS STOOD SINCE THE BEGINNING OF THE CENTURY. I DO NOT WANT TO MOVE, AND I WILL DO EVERYTHING PRACTICAL AND POSSIBLE NOT TO MOVE. ROUTE 100 CANNOT BE MORE IMPORTANT THAN MY COMMUNITY, MY HOME, MY FAMILY.

SINCERELY,

MARY GAITHER

CC: T. ATHEY, M. WAGNER

RECEIVED

JUN 2 1986

SECRETARY
OF TRANSPORTATION

562



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUN 24 1986

Ms. Mary E. Gaither
503 Queenstown Road
Severn, Maryland 21144

Dear Ms. Gaither:

This is in response to your letter to Secretary Hellmann.

The State Highway Administration has had several meetings with the Queenstown community and has developed an alternate that avoids disruption to most of the community. This alternate, 3B, was presented at the Public Hearing recently held on June 12, 1986, along with several other options.

All comments received at the hearing and as a result of the circulation of the Draft Environmental Impact Statement will be considered before any final decision is made.

Sincerely,

**ORIGINAL SIGNED BY:
HAL KASSOFF**

Hal Kassoff
Administrator

HK:bh

cc: Mr. Neil J. Pedersen
~~Mr.~~ Louis H. Ege, Jr.
Ms. Angela B. Hawkins

Note: For additional response, see page VI-260

VI-241

My telephone number is 659-1111

563

416 QUEENSTOWN ROAD
SEVERN, MARYLAND 21144
MAY 24, 1986

MR. WILLIAM K. HELLMAN, SECRETARY
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
P.O. BOX 717
BALTIMORE, MARYLAND 21203-0717

RE: ROUTE 100'S IMPACT UPON THE QUEENSTOWN COMMUNITY

DEAR MR. HELLMAN:

I QUESTION A MOVE THAT WREAKS HAVOC UPON ONE COMMUNITY--A
BLACK COMMUNITY--AND LEAVES NON-BLACK COMMUNITIES UNSCATHED,
UNTOUCHED, VIRTUALLY UNDISTURBED. THE ROUTE 100 PROJECT WREAKS
NOT ONLY HAVOC--IT REEKS RACISM.

SINCERELY,

Sylvia Garrison
SYLVIA GARRISON

CC: T. ATHEY, M. WAGNER

RECEIVED

MAY 29 1986

SECRETARY
OF TRANSPORTATION

STATE HWY ADM

2 JUN 26 2:40

564

The preceding form letter was also received from:

Bertha Clark, dated May 24, 1986
Clifton Galther, dated May 24, 1986



Maryland Department of Transportation

State Highway Administration

565
William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUN 10 1986

Ms. Sylvia Garrison
416 Queenstown Road
Severn, Maryland 21144

Dear Ms. Garrison:

This is in response to your letter of May 24, 1986 to Secretary Hellmann.

The State Highway Administration has had several meetings with the Queenstown community and has developed an alternate that avoids disruption to most of the community. This alternate, 3B, was presented at the Public Hearing recently held on June 12, 1986, along with several other options.

All comments received at the hearing and as a result of the circulation of the Draft Environmental Impact Statement will be considered before any final decision is made.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh

cc: Mr. Neil J. Pedersen
Mr. Louis H. Ege, Jr.
Ms. Angela B. Hawkins

Note: For additional response, see page VI-260

VI-244

My telephone number is 659-1111

566

The preceding response was also sent to:

Bertha Clark
719 Queenstown Road
Severn, Maryland 21144

Clifton Galther
503 Queenstown Road
Severn, MD 21144

567
RECEIVED

JUN 2 1986

**SECRETARY
OF TRANSPORTATION**

768 QUEENSTOWN ROAD
SEVERN, MARYLAND 21144
MAY 24, 1986

MR. WILLIAM K. HELLMAN, SECRETARY
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
P.O. BOX 717
BALTIMORE, MARYLAND 21203-0717

RE: ROUTE 100'S IMPACT UPON THE QUEENSTOWN COMMUNITY

DEAR MR. HELLMAN:

HOW CAN A ROAD GO HAPPILY ALONG SKIPPING FIRST ONE COMMUNITY,
THEN ANOTHER, AND THEN INVEIGLE ITSELF THROUGH ONE LONE, BLACK
EIGHTY-YEAR-OLD COMMUNITY? THE EFFORT MADE NO ATTEMPT AT SUB-
TLETY: AT FIRST IT WAS THE CHURCH. THEN IT WAS TWOSCORE HOUSES.
THEN IT WAS A LITTLE THIS (THE CHURCH'S PARKING LOT) AND A LIT-
TLE THAT--ANYTHING AND EVERYTHING TO WIPE OUT QUEENSTOWN. IT
SEEMS THAT A FOOTNOTE TO THE ROUTE 100 PROJECT IS ''GET QUEENS-
TOWN!''

SINCERELY,


MELVIN L. KELLY

CC: T. ATHEY, M. WAGNER

The preceding form letter was also received from:

- Josie E. Warren, dated May 24, 1986
- Ralph Robinson, dataed May 24, 1986
- Verdella Parker, dated May 24, 1986
- Sandora Bouyer, dated May 24, 1986



Maryland Department of Transportation

State Highway Administration

569
William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUN 24 1986

Mr. Melvin L. Kelly
768 Queenstown Road
Severn, Maryland 21144

Dear Mr. Kelly:

This is in response to your letter of May 24, 1986 to Secretary Hellmann.

The State Highway Administration has had several meetings with the Queenstown community and has developed an alternate that avoids disruption to most of the community. This alternate, 3B, was presented at the Public Hearing recently held on June 12, 1986, along with several other options.

All comments received at the hearing and as a result of the circulation of the Draft Environmental Impact Statement will be considered before any final decision is made.

Sincerely,
ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh

cc: Mr. Neil J. Pedersen
~~Mr.~~ Louis H. Ege, Jr.
Ms. Angela B. Hawkins

Note: For additional response, see page VI-260

VI-248

My telephone number is 659-1111

570

The preceding response was also sent to:

Josie E. Warren
7637 Old Telegraph Road
Severn, Maryland 21144

Ralph Robinson
825 Queenstown Road
Severn, Maryland 21144

Verdella Parker
811 Queenstown Road
Severn, Maryland 21144

Sandora Bouyer
810 Queenstown Road
Severn, Maryland 21144

571
RECEIVED

JUN 2 1986

SECRETARY
OF TRANSPORTATION

782 QUEENSTOWN ROAD
SEVERN, MARYLAND 21144
MAY 24, 1986

MR. WILLIAM K. HELLMAN, SECRETARY
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
P.O. BOX 717
BALTIMORE, MARYLAND 21203-0717

RE: ROUTE 100'S IMPACT UPON THE QUEENSTOWN COMMUNITY

DEAR MR. HELLMAN:

I KNOW I OPERATE WITHIN A MOBILE SOCIETY. RECENTLY, I LEARNED THAT I ALSO AM OPERATED BY A MOBILE SOCIETY. ROUTE 100 HAS DECIDED NOT ONLY WHERE I SHOULD LIVE BUT WHEN I MUST MOVE THERE. "THESE ARE THE TIMES THAT TRY MEN'S SOULS" AND RISK WOMEN'S WRATH. "TYRANNY, LIKE HELL, IS NOT EASILY CONQUERED; YET WE HAVE THIS CONSOLATION WITH US, THAT THE HARDER THE CONFLICT, THE MORE GLORIOUS THE TRIUMPH." THE ISSUE OF ROUTE 100 VERSUS THE QUEENSTOWN COMMUNITY PROMISES TO BE LONG AND THREATENS TO BE UNHAPPY. FOR QUEENSTOWN, THIS IS HOME; AND WE ARE IN IT FOR THE DURATION.

SINCERELY,

Raymond A. Nicholson

RAYMOND NICHOLSON

CC: T. ATHEY, M. WAGNER

572

The preceding form letter was also received from:

Glorestine Toles, dated May 24, 1986
Mary Kess, dated May 24, 1986
Thomas W. Thompson, dated May 24, 1986
Elsie M. Toles, dated May 24, 1986
Lavinia Smith, dated May 24, 1986



Maryland Department of Transportation

State Highway Administration

573

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JUN 24 1986

Mr. Raymond Nicholson
782 Queenstown Road
Severn, Maryland 21144

Dear Mr. Nicholson:

This is in response to your letter of May 24, 1986 to Secretary Hellmann.

The State Highway Administration has had several meetings with the Queenstown community and has developed an alternate that avoids disruption to most of the community. This alternate, 3B, was presented at the Public Hearing recently held on June 12, 1986, along with several other options.

All comments received at the hearing and as a result of the circulation of the Draft Environmental Impact Statement will be considered before any final decision is made.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:bh

cc: Mr. Neil J. Pedersen
~~Mr.~~ Louis H. Ege, Jr.
Ms. Angela B. Hawkins

Note: For additional response, see page VI-260

VI-252

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

574

The preceding response was also sent to:

Glorestine Toles
724 Queenstown Road
Severn, Maryland 21144

Mary Kess
551 Queenstown Road
Severn, Maryland 21144

Thomas W. Thompson
7606 W.B. & A. Road
Glen Burnie, Maryland 21061

Elsie M. Toles
724 Queenstown Road
Severn, Maryland 21144

Lavinia Smith
734 Queenstown Road
Severn, Maryland 21144

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name Arthur J. Debraux, Sr.
Address 7332 Laurel Rd
Hamover, Md 21076

CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name Deborah Shuster
Address 7116 Wright Rd
Hamover, Md 21076

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name John R. Drifflin
Address 500 Queenstown Rd
Severn, Md. 21144

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name Arthur Wirth
Address 7326 Rose Rd
Hamover Md

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name David R...
Address 442 Queenstown Rd
Mailing Address P.O. Box 944 Glen Burnie Md 21041

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name George Caldwell Jr.
Address 284 Caldwell Rd
Presidents Md. 21122

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name Arthur J. Debraux - E. W. Jones
Address 631 Jones Rd
Severn - Md. 21144

RE: CONTRACT NO. AA 682-101-570
MARYLAND ROUTE 100
FROM I-95 TO I-97

I EARNESTLY REQUEST THAT YOUR OFFICE GIVE SERIOUS CONSIDERATION TO A CONFIGURATION THAT WILL COMBINE ALTERNATE 4 WITH ALTERNATE 3B IN THE VICINITY OF FRIENDSHIP PARK. SUCH ADJUSTMENT WILL SAVE FAMILIES, HOMES, AND COMMUNITIES. IT ALSO WILL RID PROJECT 100 OF THE STIGMA OF SEEMING RACISM.

Name Elmer & Louise Arthur
Address 655 Queenstown Road
Severn, Md. 21144

The preceding form letter was also received from:

Wilber Jones, Jr.	Mr. & Mrs. Joseph N. Jones
Rev. & Mrs. James H. Graves	Ernest C. Rogers
Daniel Butler	Daisy Baker
Marva A. Galther	Ray Moore, Jr.
Gertrude Dalley	Evelyn J. Moore
Willard M. Womble	Robert Dalley
Janis K. Lindsay	Mary V. Hebron
Lawreance A. Burley, Jr.	Wilson Hebron
Ellen R. Watkins	Doris Long
Lavinia Smith	Emma C. Hebron
Barbara Jones	
Sterling Long	
Virginia I. Warren	
Marie B. Burley	
Manuel & Gladys Jones	
Ethel O. Langley	
Julie Jones	
Phyllis Matthews	
Wanda J. Singleton	
Lawrence & Edna Wells	
Charles H. Hines	
Nancy Gist	
Martha Bradford	
Alfonso S. Matthews	
Clifton Galther	
Timothy Graham, Jr.	
Mary A. Graham	
Mr. & Mrs. Reginald A. Brashears	
Basil Jones, Sr.	
Sylvia Garrison	
Leroy N. Burley	
Willis G. Henry	
Mary E. Galther	
Emerson Hebron	
Esther V. Thomas	
Rodney Jones	
Betty B. Small	
Frank Hebron	
Elsie M. Toles	
Glorestine Toles	
Winifred G. Queen	
Mr. & Mrs. William Bouyer	
Nellie L. Butler	
Lionel Butler	
Michael Cornish	
Mabel J. Snipes	
Irene Hebron	
Dorothy V. Faulkner	
Daisy Jones	
Anita R. Turner	

577



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

August 5, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Mr. and Mrs. Elmer Aulton
655 Queenstown Road
Severn, Maryland 21144

Dear Mr. and Mrs. Aulton:

I am responding to your comments on behalf of Secretary William K. Hellmann and Mr. Louis H. Ege, Jr., concerning the Maryland Route 100 project and your support for a combination of Alternate 4 and Alternate 3-B in the vicinity of Friendship Park. We have received many comments on the Maryland Route 100 project since the public hearing, held June 12, 1986.

We are currently reviewing all comments received. A final decision will not be made until all comments have been considered. The minimization of impacts to homes and communities will be an important consideration when making the final decision. We appreciate your input in this matter.

Sincerely,

Hal Kassoff
Administrator

HK:tlh

- cc: Secretary William K. Hellmann
- Mr. Neil J. Pedersen
- Mr. Louis H. Ege, Jr.
- Mr. Ronald E. Moon
- Mr. James T. Johnson

Note: For additional response, see page VI-260

VI-256

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

The preceding response was also sent to:

Luther A. Hebron, Sr.
7332 Race Road
Hanover, MD 21076

John R. Griffin
500 Queenstown Road
Severn, MD 21144

Joseph Rogers
P.O. Box 902
Glen Burnie, MD 21061

Mr./Mrs. Larry E. White, Sr.
631 Jones Road
Severn, MD 21144

Deborah Shorter
7110 Wright Road
Hanover, MD 21076

Esther Watts
7326 Race Road
Hanover, MD 21076

George Caldwell, Jr.
284 Caldwell Road
Pasadena, MD 21122

Wilbur Jones, Jr.
601 Jones Road
Severn, MD 21144

Rev. & Mrs. James H. Graves
823 Queenstown Road
Severn, MD 21144

Daniel Butler
7837 Clark Station Road
Severn, Maryland 21144

Marva A. Galther
8316 Jacobs Road
P.O. Box 344
Severn, MD 21144

Gertrude Dalley
508 Jones Road
Severn, MD 21144

Willard M. Wamble
7119 Wright Road
Hanover, MD 21076

Janis K. Lindsay
7611 Lilly Ave.
Severn, MD 21144

Lawrence A. Burley, Jr.
501 Queenstown Road
Harmans, MD 21077

Ellen R. Watkins
782 Queenstown Road
Severn, MD 21144

Lavinia Smith
734 Queenstown Road
Severn, MD 21144

Barbara Jones
501 Queenstown Road
Harmans, MD 21077

Sterling Long
7151 Wright Road
Hanover, MD 21076

Virginia I. Warren
7117 Wright Road
Hanover, MD 21076

Marie B. Burley
507 Queenstown Road
Severn, MD 21144

Manuel & Gladys Jones
517 Queenstown Road
Severn, MD 21144

Ethel O. Langley
7804 Quarterfield Road
Severn, MD 21144

Julie Jones
501 Queenstown Road
Harmans, MD 21077

Phylliss Matthews
509 Queenstown Road
Severn, MD 21142

Wanda J. Singleton
501 Queenstown Road
Harmans, MD 21077

Lawrence & Edna Wells
819 Queenstown Road
Severn, MD 21144

Charles H. Hines
1411 Valentine Ave.
Glen Burnie, MD 21061

Nancy Gist
7870 Quarterfield Road
Severn, MD 21144

Martha Bradford
2560 Arunah Ave.
Baltimore, MD 21215

Alfonso S. Matthews
509 Queenstown Road
Severn, MD 21144

Clifton Galther
503 Queenstown Road
Severn, MD 21144

Timothy Graham, Jr.
P.O. Box 22
Severn, MD 21144

Mary A. Graham
P.O. Box 22
Severn, MD 21144

Mr. & Mrs. Reginald Brashears
453 Queenstown Road
Severn, MD 21144

Basil Jones, Sr.
501 Queenstown Road
Harmons, MD 21077

Sylvia Garrison
416 Queenstown Road
Severn, MD 21144

Leroy N. Burley
501 Queenstown Road
Harmans, MD 21077

Willis G. Henry
423 Queenstown Road
Severn, MD 21144

Mary E. Galther
503 Queenstown Road
Severn, Md 21133

Emerson Hebron
Box 7318 Ridge Road
Hanover, MD 21076

Esther V. Thomas
326 Highland Drive
Glen Burnie, MD 21061

Rodney Jones
627 Jones Road
Severn, MD 21144

Betty B. Small
762 Queenstown Road
Severn, MD 21144

Frank Hebron
7468 Race Road
Hanover, MD 21076

Elsie M. Toles
Box 724 Queenstown Road
Severn, MD 21144

Glorestine Toles
Box 724 Queenstown Road
Severn, MD 21144

Winifred G. Queen
111 N. Hollins Ferry Road
Glen Burnie, MD 21061

Mr. and Mrs. William Bouyer
810 Queenstown Road
Severn, MD 21144

Nellie L. Butler
7837 Clark Station Road
Severn, MD 21144

Lionel R. Butler
7837 Clark Station Road
Severn, MD 21144

Michael Cornish
6778 Halfcrown Court
Columbia, MD 21045

Mabel J. Snipes
504 Queenstown Road
Severn, MD 21144

Irene Hebron
7468 Race Road
Hanover, MD 21076

Dorothy V. Faulkner
7325 Race Road
Hanover, MD 21076

Daisy Jones
627 Jones Road
Severn, MD 21144

Anita R. Turner
7864 Bustille Road
Severn, MD 21144

Mr. & Mrs. Joseph N. Jones
440 Queenstown Road
Severn, MD 21144

Ernest C. Rogers
922 South Wieker Road
Severn, MD 21144

Daisy Baker
1430 Dorsey Road
Hanover, MD 21076

Ray Moore, Jr.
733 Chapelgate Drive
Odenton, MD 21113

Evelyn J. Moore
733 Chapelgate Drive
Odenton, MD 21113

Robert Dalley
508 Jones Road
Severn, MD 21144

Mary V. Hebron
7332 Race Road
Hanover, MD 21076

Wilson Hebron
7649 Harmans Road
Hanover, MD 21076

Doris Long
7151 Wright Road
Hanover, MD 21076

Emma C. Hebron
7649 Harmans Road
Hanover, MD 21076

Additional response to preceding letters:

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

During the course of the MD Route 100 study, concerns were raised regarding the impacts of the project. The selected alternate, Alternate 3B (Modified), incorporates several design changes of the "historical" alignment (Alternate 3-Option A) to address these concerns. These include the alignment shift at the project's eastern end in order to minimize impacts to the community of Queenstown, the standard diamond interchange at Race Road and selecting the full cloverleaf interchange at MD Route 295. In total, the design changes made by the State Highway Administration resulted in a reduction in the number of residences displaced by MD Route 100 from 43 to 22. Alternate 3B (Modified), also includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts to local communities. This project has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964 (see letter dated June 26, 1986).

PROJECT DEVELOPMENT DIVISION
SEP 4 3 18 PM '86

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100
I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

Mr. & Mrs.
NAME ROBERT E. BAXTER, SR. DATE 9/3/86
PLEASE PRINT ADDRESS 7395 S. AFTON COURT
CITY/TOWN HANDOVER STATE MD. ZIP CODE 21076

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

It is the only logical choice for a
C O S T C O N S C I E N C E
State Highway Administration!

It is / provides :

1. Shortest length
2. Minimum disruption on congested Dorsey Road.
3. Fewest residential and business relocations.
4. N O H I S T O R I C A L S I T E S involved !!!
5. Finished Project provides:
 - A. 4 to 6 lanes of THRU traffic as an outer loop between I-95 and Gibson Island.
 - B. Local thru traffic unaffected by keeping Improved Dorsey Road in tack.
 - C. With 8 to 10 lanes for traffic this Alternate 4 plus Dorsey Road will resolve traffic problems until the year 2000 ! ! ! ! !

M A K E T H E C O S T C O N S C I E N C E
C H O I C E A L T E R N A T E 4 ! ! ! ! !

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

The preceding form letter was also received from:

William F. Bramer
Nancy Barry
John F. Barry, Jr.
Robin Mahstedt
Eunice Grap
Edward M. Calvert, Jr.
Lucy Bowling
Walter A. Harris
Herman D. Sizemore
William Henry
Robert Bradshaw
Garnet Ward

Mr. and Mrs. Ernest M. Wallace
Mr. and Mrs. P.E. Harris, Jr.
Mr. and Mrs. W. Leroy Heatwole
John Cline
Ty Schw.....
Tom Lisowsky
Stephen Lisowsky
Adele K. Karp
Charlotte Winters
John S. Bowers
Mr. & Mrs. Carl L. Cruise, Sr.

584



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 3, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. and Mrs. Robert E. Baxter, Sr.
7395 South Afton Court
Hanover, Maryland 21076

Dear Mr. and Mrs. Baxter:

Thank you for your recent comments in which you indicate support for Alternate 4 for the Maryland Route 100 project.

A decision will not be made on the final alternate until all comments received during and subsequent to the public hearing have been reviewed. Your support for Alternate 4 will be given serious consideration.

As requested, your name has been added to the project mailing list.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Charles B. Walsh for
Ronald E. Moon
Project Manager

LHE:REM:cd

Note: For additional response, see page VI-265

VI-263

My telephone number is 659-1106

585
The preceding response was also sent to:

William F. Bramer
9717 Early Spring Way
Columbia, MD 21046

Nancy Barry
7392 South Dunrobin Court
Hanover, MD 21076

John F. Barry
258 Dogwood road
Millersville, MD 21108

Robin Mahlstedt
7400 South Robin Court
Hanover, MD 21076

Eunice Grap
C 86-Holiday Mobile Est.
Jessup, MD 20794

Edward M. Calvert, Jr.
9809 Langs Road
Baltimore, MD 21220

Lucy Bowling
7396 South Afton Court
P.O. Box 53
Hanover, MD 21076

Walter A. Harris
24 Leeds Road
Hanover, MD 21076

Herman D. Sizenore
205 Maple Avenue
Pasadena, MD 21122

William Henry
18 Leeds Road
Hanover, MD 21076

Robert E. Bradshaw
428 W. Greenwood Road
Linthicum Heights, MD 21090

Garnet Ward
6 Leeds Road
Hanover, MD 21076

Mr. & Mrs. Ernest M. Wallace
20 Leeds Road
Hanover, MD 21076

Mr. & Mrs. P.E. Harris, Jr.
24 Leeds Road
Hanover, MD 21076

Mr. & Mrs. W. Leroy Heatwole
15 Leeds Road
Hanover, MD 21076

John Cline
2511 Pittland Lane
Bowie, MD 20716

Tom Lisowsky
1366 Weeping Willow
Hanover, MD 21076

Stephen Lisowsky
1366 Weeping Willow
Hanover, MD 21076

Adele K. Karp
9505 White Spring Way
Columbia, MD 21046

Charlotte Winters
7399 South Eiden Court
Hanover, MD 21076

Mr. & Mrs. Carl L Cruise, Sr.
7398 South Eiden Court
Hanover, MD 21076

In addition, the following response is offered:

The selected alternate, Alternate 3B (Modified), was chosen over a combination of Alternate 4 with Alternate 3-Option B (Alternate 4/3B) for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a "feasible and prudent" alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses the southwestern corner of the Baltimore Washington International Airport. Federal Aviation Administration regulations would require the highway to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate. Alternate 3B (Modified), includes several provisions for maintaining traffic on the local road network. These include providing a bridge across Maryland Route 295 connecting Race Road with Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. The State Highway Administration believes that the selected alternate provides the needed service to the area while minimizing impacts.

ALTERNATE : 4

587

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 682-101-570 - PDMS No. 022007
Combined Location/Design Public Hearing
Maryland Route 100

I-95 to Maryland Route 3 (I-97)
Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

PROJECT DEVELOPMENT DIVISION
Aug 29 9 53 AM '86

NAME Arthur Prosky DATE Aug 25, 1986

PLEASE PRINT ADDRESS 1366 Weeping Willow Rd
CITY/TOWN Hanover STATE Md ZIP CODE 21076

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

or sections of it
Dorsey Road is now a passable route. Improving it to a limited access Rt 100 will only create the SAME OLD TRAFFIC DELAYS if like past 5 years
FIX IT RIGHT

Keep Dorsey road as a 2 1/4 lane local traffic road.

Make Rt 100 using NEW intersections at Rt 295, Ridge Rd and Rt 170 to move all the foreign NON LOCAL traffic out of our community.

Let's create a peaceful happy Dorsey Rd neighborhood



Hope you agree

ALTERNATE

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

588

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT
DEVELOPMENT
DIVISION

SEP 8 2 04 PM '86

Contract No. AA 682-101-570 - PDMS No. 022007

Combined Location/Design Public Hearing

Maryland Route 100

I-95 to Maryland Route 3 (I-97)

Thursday, June 12, 1986 - 7:30 p.m. - Andover Senior High School

NAME ART LISOWSKY DATE 9/5/86

PLEASE
PRINT

ADDRESS 1366 weeping willow

CITY/TOWN Hanover STATE Md ZIP CODE 21226

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

FINISH

*Finishing Dorsey Rd and
leave it alone. State*

*Build Rd 100 north of!
joined land ALT 1/4*

*DO NOT spend 1/2 year
RD 176 / 295 INTER*

*REBUILDING
CONSTRUCT NEW overpass*

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

589



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 3, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. Authur Lisowsky
1366 Weeping Willow Road
Hanover, Maryland 21076

Dear Mr. Lisowsky:

Thank you for your recent comments in which you indicate support for Alternate 4 for the Maryland Route 100 project.

A decision will not be made on the final alternate until all comments received during and subsequent to the public hearing have been reviewed. Your support for Alternate 4 will be given serious consideration.

As requested, your name has been added to the project mailing list.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Charles E. Walsh for
Ronald E. Moon
Project Manager

LHE:REM:cd

VI-268

My telephone number is 659-1106

590

William D. Miller, Jr.
7539 Ridge Road
Hanover, Maryland 21076

June 1, 1986

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RECEIVED

667
JUN 3 1986

Mr. John W. Gladding, Jr., Chief
District #5 Office of Real Estate
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Gentlemen:

I own property located in the Proposed Route 100 study area. I have reviewed the Draft Environmental Impact Document as well as the State Highway Administration (SHA) document issued on or about May 30, 1986 and titled: Combined Location/Design Public Hearing Maryland Route 100 I-95 To Maryland Route 3 (I-97). In my efforts to fully comprehend and assess the myriad of issues, factors and ramifications associated with Route 100, and in order to prepare intelligent comments for the public record, I request your responses to the following:

(My questions are oriented, generally, towards the impact of Alternate 3 (a or b) based upon my understanding that SHA has a preference for that alternate)

- 1) What consideration has been given to the projection that selection of Alternates 3B, 4 or Crossover 3/4 would result in disproportionate impact upon "minority" residences (34% for 3B, 38% for Alt. 4 and 49% for the Crossover 3/4)?
- 2) Utilizing a scaled map and corresponding reference sheet, identify (by owner name, site address and plat number) the "minority" residences affected by Alternate 3B.
- 3) What criteria or definition has SHA utilized in determining whether a residence constitutes a "minority" residence?
- 4) Utilizing a scaled map and corresponding reference sheet, identify (by parcel and owner name) the projected amount of acreage required for right-of-way in the "residential", "commercial", "industrial", "agricultural" and "parkland/public recreation categories, assuming Alternate 3B is selected.

5) Explain the criteria utilized to categorize required right-of-way acreage as "residential", "commercial", "industrial", "agricultural" and "parkland/public recreation".

6) In estimating the cost of right-of-way (Alternate 3B), what criteria, guidelines and/or standards have been employed? e.g. "best economic use", "present use", "zoning status". If such information is contained in policy, procedure or operating manuals, or in memoranda or other SHA documents, provide copies of same.

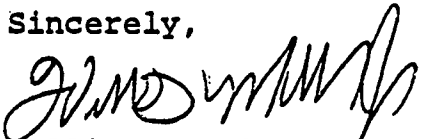
7) The estimated cost of right-of-way associated with Alternate 3B is \$22.8 million. On a parcel by parcel basis (or site by site if you prefer), how is estimated cost allocated? e.g. Smith parcel/Hanover-\$150,000improvements/\$55,000acreage. (If confidentiality is a concern, identify sites by numbers or letters within a particular geographic area)

8) The estimated cost of relocation associated with Alternate 3B is \$1 million. On a parcel by parcel basis, assuming that basis was utilized by the SHA, how is estimated cost allocated?

Gentlemen, these are only a few of the questions I wish to resolve prior to completion of my public comments on Route 100. I shall not, however, burden you with additional questions and concerns at this time inasmuch as there is little time left before the public hearing on June 12. I do respectfully request your response to my inquiry no later than June 8 so that I can complete my public comments prior to the hearing.

Thank you in advance for your attention in this matter.

Sincerely,


William D. Miller, Jr.

REGISTERED MAIL
RETURN RECEIPT REQUESTED

592



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hai Kassoff
Administrator

August 1, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. William D. Miller, Jr.
7539 Ridge Road
Hanover, Maryland 21076

Dear Mr. Miller:

This is in response to the questions you submitted with your letter of June 1, 1986 concerning the Alternate 3 alignment for proposed Maryland Route 100 from Interstate Route 95 to Maryland Route 3 and in response to your June 11, 1986 letter to Mr. Jack Gladding.

In response to your specific questions in your June 1, 1986 letter, the following is submitted:

1. What consideration has been given to the projection that selection of Alternates 3-B, 4, or Crossover 3/4 would result in disproportionate impact upon "minority" residences (34% for 3-B, 38% for Alternate 4, and 49% for the Crossover 3/4)?
 - Consideration of impacts upon minority communities was undertaken as required in 23 CFR, Section 710.405. Furthermore, the study alignments were modified to minimize impacts to all improved properties. During the design stage, additional engineering feasibility studies will be conducted to further minimize impacts.
2. Utilizing a scaled map and corresponding reference sheet, identify (by owner name, site address, and plat number) the "minority" residences affected by Alternate 3-B.
 - Attached are scaled maps (1"=400') of Alternate 3-B. Residences that would be affected by this alternate are indicated by a hexagonal symbol with the letter "R" on these maps. Those residences that are minority occupied are not specifically identified on these maps. The information that has been developed in this stage of

My telephone number is 659-1110

the study is for the purpose of estimating costs and determining environmental impacts. Neither the actual ownership of affected properties nor the ethnic background of these property owners will be determined until such time as final plans and metes and bounds plats are prepared. You should be advised that the information regarding occupants of dwellings that may be required for the proposed Maryland Route 100 was obtained from the best source available at the time, and has not been verified by interview.

3. What criteria or definition has the State Highway Administration utilized in determining whether a residence constitutes a "minority" residence?
 - The criteria or definition that the State Highway Administration uses in determining whether a residence constitutes a "minority" residence is in accordance with the provisions of 23 CFR, Part 710 - Right-of-Way - General. Information including minorities is obtained from visits to the project area and from Census Tract data.
4. Utilizing a scaled map and corresponding reference sheet, identify (by parcel and owner name) the projected amount of acreage required for right-of-way in the "residential", "commercial", "industrial", "agricultural", and "parkland/public recreation" categories, assuming Alternate 3-B is selected.
 - The projected amount of acreage required for a right-of-way for Maryland Route 100 has not yet been determined on a parcel by parcel basis. The individual property owners who may be affected have not been identified during this stage of the study. The actual ownership of affected properties will be determined at such time as metes and bounds plats have been developed and titles researched. The amount of acreage required for right-of-way in the categories you refer to has been estimated from Anne Arundel and Howard County zoning maps, and may not represent the actual land use in all cases.
5. Explain the criteria utilized to categorize required right-of-way acreage as "residential", "commercial", "industrial", "agricultural", and "parkland/public recreation".
 - The criteria you refer to categorize the types of land being affected, (i.e., residential, commercial, industrial, etc.), and are based on current zoning maps prepared by Anne Arundel and Howard County. These maps and the designated land use categories are utilized in grouping the different zoning areas being affected.

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Mr. William D. Miller, Jr.
August 1, 1986
Page 3

6. In estimating the cost of right-of-way (Alternate 3-B), what criteria, guidelines and/or standards have been employed, e.g., "best economic use", "present use", "zoning status"? If such information is contained in policy, procedure, or operating manuals, or in memoranda or other State Highway Administration documents, provide copies of same.
- In the Project Planning stage of the study, right-of-way costs are based on the current zoning use for the land. After right-of-way plats have been developed and individual parcels are identified, land appraisals are initiated. The appraisers investigate each individual property's highest and best use from an economic viewpoint, and evaluate it accordingly to determine its fair market value. This appraisal policy is established by standardized appraisal practices and procedures established by recognized professional appraisal societies. To evaluate the fair market value of property requires considerable research and changes over the time it may take to develop the required right-of-way plats. Therefore, in the Project Planning phase of the study, estimates are based on current zoning.
7. The estimated cost of right-of-way associated with Alternate 3-B is \$22.8 million. On a parcel by parcel basis (or site by site if you prefer), how is estimated cost allocated, e.g., Smith parcel/Hanover-\$150,000 improvements/\$55,000 acreage? (If confidentiality is a concern, identify sites by numbers or letters within a particular geographic area), and
8. The estimated cost of relocation associated with Alternate 3-B is \$1 million. On a parcel by parcel basis, assuming that basis was utilized by the State Highway Administration, how is estimated cost allocated?
 - The estimated right-of-way and relocation costs have not been developed on a parcel by parcel basis, or allocated between land and improvements. The estimates that are developed in this stage of the study are for planning purposes only, and are determined from on-site visits to the project area. Detailed appraisals will be completed when actual effects of the project are known.

If you believe that your property may be affected by this project, or if you need additional information regarding right-of-way or relocation issues involving the proposed Maryland Route 100, please feel free to contact the State Highway Administration's Office of Real Estate in Annapolis at 841-5464.

Mr. William D. Miller, Jr.
August 1, 1986
Page 4

With regard to your June 11, 1986 request to Mr. Jack Gladding to obtain detailed information regarding all right-of-way acquisitions in Anne Arundel County, we cannot honor your request due to the size and complexity of the data requested. The staff work required to honor your request would be far greater than can be justified as a public expenditure. If you wish to make copies of files of information which is not confidential, you can make arrangements to do so at a cost of 15 cents per page. As we discussed by telephone, I am investigating what would be involved in compiling summary information for the Maryland Route 176 and I-97 Section C projects and will contact you regarding the availability of these data.

Very truly yours,

Neil J Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:bh
Enclosure

- cc: Mr. Robert Finck
- Mr. Nolan Rogers
- Mr. Edward H. Meehan
- Mr. Jack W. Gladding
- Ms. S. K. Bauer
- Ms. Angela B. Hawkins
- Mr. Louis H. Ege, Jr.
- Ms. Cynthia D. Simpson
- Mr. Ronald E. Moon

596
RECEIVED

#850
AUG 11 1986

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary
Engineering
Attn: Mr. Neil J. Pedersen
Director
707 North Calvert Street
Baltimore, Maryland 21203

August 9, 1986

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Aug 11 3 11 PM '86
PROJECT
DEVELOPMENT
DIVISION

Dear Mr. Pedersen:

I am in receipt of your letter dated August 1, 1986 regarding my June 1, 1986 and June 11, 1986 requests for certain information concerning proposed Route 100 and completed SHA right-of-way acquisitions in the County of Anne Arundel, respectively.

With regard to your responses to some of the specific questions I posed in my June 1 letter, please consider this my formal and adamant objection to the evasive, contradictory and patently erroneous responses furnished by your office. I implore you to immediately re-consider your responses to the items discussed below and to provide me with supplemental answers as soon as possible.

ITEMS 2 and 3 (of your response)

You failed to indicate which of the potentially affected properties SHA considered to be "minority" properties. You stated, in pertinent part, that, "(t)he information that has been developed in this stage of the study is for the purpose of estimating costs and deterring environmental impacts." You later claimed that, "(n)either the actual ownership of affected properties nor the ethnic background of these property owners will be determined until...final plans and metes and bounds plats are prepared." Nonetheless, you went on to explain that, "(i)nformation including minorities is obtained from visits to the project area, and from Census Tract data." In summary, you then assert that the SHA projections made in accordance with applicable law "...based upon the best source available at this stage of planning." (emphasis supplied)

Mr. Pedersen, your refusal to supply this information cannot be justified by the reasons advanced in your letter. While you recognize that federal and state laws require study and consideration of minority impacts, your response suggests a SHA unwillingness to subject your projections to public scrutiny. I suggest that you provide the information requested and I will, at my own expense and time, obtain and supply you with current and accurate information regarding the projected minority impacts of Route 100. I can not stress enough that my request to you was received prior to the Public Hearing in June 1986. Had you actually responded to my request in a reasonable period of time, I would have been able to "upgrade" the reliability of your projections during the "public comment" phase of the process. There is, of course, still ample time for my data to be compiled and supplied to you prior to the final SHA decision. Obviously, if SHA has no interest in obtaining such accurate information, feel free to disregard this portion of my request.

Mr. Neil J. Pedersen
August 9, 1986
Page 2

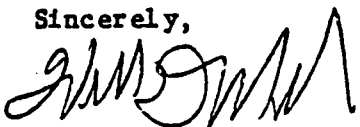
ITEMS 7 AND 8. (of your response)

You state that, "The estimated right-of-way and relocation costs have not been developed on a parcel by parcel basis, or allocated between land and improvements." (emphasis supplied) You further state that, "The estimates developed in this stage of the study are for planning purposes only, and are determined from on-site visits to the project area." (emphasis supplied)

This response is especially offensive because it contains patently contradictory and false information. It does, however, have one redeeming feature: Your response clearly acknowledges that SHA's estimates for total right-of-way costs were based upon "on-site visits to the project area". Is it your position that such visits did not result in compilation of parcel by parcel estimated right-of-way costs? Are you actually content to suggest that your estimated cost of \$22.8 million was arrived at without benefit of parcel by parcel estimates? In any event, consider this my formal and adamant supplemental request for parcel by parcel estimated or projected right-of-way costs as previously set forth in my June 1 letter.

With regard to my June 11, 1986 request regarding SHA right-of-way acquisitions in Anne Arundel County, this is to formally request an opportunity to visit your office and review and, as necessary, make copies of SHA files containing the information described in said request. (I have attached a copy of that letter for your convenience.) Of course, I shall be prepared to reimburse your office for the costs of copies in the amount of 15 cents per page. Please advise me as soon as possible regarding the exact date, time and place I should report in order to review your files. My preference is any Monday through Saturday during the month of August 1986 after 1:00p.m. In the interest of minimizing your valuable time, I may be accompanied by an auditor who, I'm certain, is more adept at this type of undertaking than the undersigned.

Mr. Pedersen, consider the foregoing request a request pursuant to the applicable "Freedom of Information Act" provisions governing the Maryland Department of Transportation/State Highway Administration. Should you find this request deficient or incomplete in any respect, please advise me immediately.

Sincerely,

William D. Miller, Jr.

598

7539 Ridge Road
Hanover, Maryland 21076
June 11, 1986

Mr. John W. Gladding, Jr. Chief
District #5 Office of Real Estate
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

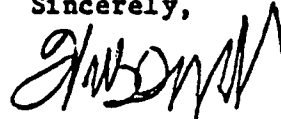
Dear Mr. Gladding:

This is a request for information and documents regarding State Highway Administration (SHA) "right-of-way" acquisitions in Anne Arundel County, Maryland.

In particular, please furnish a list of SHA "right-of-way" land and property acquisitions for the past five (5) years including: 1) location of property and owner name(s); 2) address of property acquired; 3) size of property acquired (by acreage or square footage); 4) zoning of property at time of acquisition; 5) use of property at time of acquisition; 6) amount paid to owner(s) for land, and the amount paid for improvements. Additionally, please supply all SHA reports, memoranda, summaries and correspondence regarding said acquisitions. Finally, for the same five (5) year period, furnish a list and copy of Court decisions resolving valuation/eminent domain disputes between SHA and property owners in Anne Arundel County.

Upon receipt and review of this request, please notify me as to the date upon which you expect to furnish the information discussed above. Thank you in advance for your prompt attention in this matter.

Sincerely,



William D. Miller, Jr.

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Page 599



Maryland Department of Transportation

State Highway Administration

William K. Hallmark
Secretary
Hal Passoff
Administrator

PROJECT
DEVELOPMENT
DIVISION

2 2 25 PM '86

October 22, 1986

Mr. William D. Miller
7539 Ridge Road
Hanover, Maryland 21076

Dear Mr. Miller:

This is in response to your August 9, 1986 letter and several subsequent telephone conversations in which we discussed your information request.

First, with regard to Items 2 and 3 of my August 1, 1986 letter, we feel that enough time and effort were expended in visits to the project area to determine the percentage of residential displacements which would involve minority families for each of the alternatives studied. We feel our information is sufficiently accurate to be used as input to the decision regarding the alignment for Maryland Route 100. If you would like more detailed information regarding the methodology used to determine minority impacts, I can arrange for a meeting with the Office of Real Estate staff who performed the studies. Of course, we would welcome any information which you may wish to provide regarding minority impacts of the alternatives under consideration.

With regard to your request for right-of-way cost estimates on a parcel-by-parcel basis for the alternates under consideration for Maryland Route 100, we will not provide this information in order to protect both the State Highway Administration and the owners of the parcels during future right-of-way negotiations. Our refusal to provide you this information is done so under the provisions of Section 10-618 of Maryland Public Law.

During our telephone conversations, you agreed to limit the request contained in your June 11, 1986 letter to only those projects in the vicinity of the Maryland Route 100 corridor which have been constructed in the last five years. Attached you will find a map and list showing all projects in the vicinity of the Maryland Route 100 corridor which have been constructed in the past five years. A review of our records indicates that the only projects for which right-of-way was required were the Maryland Route 176 projects which are currently under construction. Since negotiations are still on-going with property owners on these projects, we will not release information associated with individual parcels under the terms of Section 10-618 of Maryland Public Law.

My telephone number is 659-1110

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Mr. William D. Miller
October 22, 1986
Page Two

If you wish to further discuss this matter, please feel free to contact me.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

Attachment

- cc: Mr. Robert J. Finck
- Mr. Nolan Rogers
- Mr. Barry Ditto
- Mr. Jack Gladding
- Ms. Angela Hawkins
- Mr. Louis H. Ege, Jr.

MD 100 CORRIDOR
SPECIAL PROJECTS PROGRAM IMPROVEMENTS
COMPLETED OVER LAST FIVE YEARS

1. MD 295 - MD 175 to Hanover Road; resurface; completed FY 84.
2. MD 176 - US 1 to Parkway Drive; safety and resurface; completed FY 84.
3. MD 176 - Parkway Drive to MD 652; widen and resurface and signalization; completed FY 85.
4. MD 176 - 0.2 mile east of MD 295; carpool lot - 100 spaces; completed FY 81.
5. MD 174 - Old Stage Road to Thelma Avenue; widen and resurface; completed FY 86.

PROJECTS UNDER CONSTRUCTION

1. MD 176 - Bridge 2051 over Amtrak; bridge deck replacement and widening; under construction.
2. MD 176 - MD 652 to Hammonds Ferry Road; widen and resurface; scheduled for fall, 1986.

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Michael G. Miller
7522 Ridge Road
Hanover, Maryland 21076

June 25, 1986

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Room 310
Baltimore, Maryland 21202

Re: FHWA-MD-EIS-86-01-D

Dear Mr. Ege:

I am deeply concerned about the plans for Route 100 as described in the environmental impact statement and further discussed in the public hearing of June 12th. Four points summarize these concerns:

PROJECT DEVELOPMENT DIVISION
JUL 1 2 09 PM '86

All of the alternates reflect a pattern of racial insensitivity and discrimination. Blacks are disproportionately displaced or adversely impacted by noise; compared as a percentage of the total population of the study area.

Alternate 3 involves extensive "dead-ending" of existing roads. Ridge Road is proposed to be dead-ended directly in front of my house and this will result in a significant diminution of my home's value.

I favor the "5th" alternate which was overwhelmingly supported by the civic associations and families present at the June 12th hearing: Alternate 4 to the route 170 area; combined with Alternate 3b east of that vicinity.

I am concerned that there be full recognition of the rapidly escalating property values in the BWI corridor for those of us who may lose property to Route 100. The appraisal process must safeguard the interests of those of us who may lose land that could otherwise be held for substantial gains as the long term development of this economic corridor materializes.

I own property in the proposed right-of-way for Alternate(s) 3 and respectfully request a response to the following questions.

QUESTIONS PERTAINING TO CURRENT RESIDENCE AT 7522 RIDGE ROAD
(PINEY RUN HOUSE):

WHY IS THE ALTERNATE 3 ALIGNMENT DRAWN SO AS TO TAKE A CORNER OF THIS PARCEL (ON RIDGE ROAD NORTH OF THE DRIVEWAY) WHEN THIS COULD BE REMEDIED BY SHIFTING THE ALIGNMENT SLIGHTLY NORTHWARD WITHOUT IMPACTING THE HISTORIC DISTRICT OF SHIPLEY HOUSE. NOTE: BOTH PROPERTIES ARE HISTORIC AND NEITHER HAS BEEN ACTUALLY ACCEPTED OR REJECTED FOR THE HISTORIC REGISTER.

THE PROPOSED CUL-DE-SAC ON RIDGE ROAD IS DEPICTED IN ALT 3 SOUTH OF MY EXISTING DRIVEWAY. IS THIS ACCURATE? WILL THE STATE PAY FOR A NEW DRIVEWAY FAR REMOVED FROM THE "DEAD-END" THAT YOU PROPOSE TO CREATE. WILL THE ROAD BE ABOVE GRADE HERE?

WITH THE CUL-DE-SAC, HOW MANY DRIVING FEET ARE THERE BETWEEN MY HOME AND THE NEW PRIME INTERSECTIONS (ROUTE 100 @ NEW RIDGE; AND ROUTE 100 @ DORSEY RD). HOW DOES THIS COMPARE TO THE EXISTING DISTANCE BETWEEN MY PROPERTY AND THE CURRENT INTERSECTION AT DORSEY ROAD?

SINCE THE STUDY INDICATES MY PROPERTY WILL SUFFER AN ADVERSE NOISE IMPACT (I.E. GREATER THAN 10% TO 68db BASED ON RECEPTOR 9) AND THERE ARE NO PLANS TO PERFORM NOISE ABATEMENT; DOES THIS MEAN THAT MY PROPERTY WILL BE PURCHASED BY THE STATE OR THAT I WILL OTHERWISE BE COMPENSATED? (ALT 3)

WHY IS THE NO-BUILD ALTERNATE THE ONLY OF THE 4 CHOICES IN WHICH THE PERCENTAGE OF DISPLACEMENTS FOR BLACKS IS LESS THAN OR EQUAL TO THE PERCENTAGE OF BLACKS IN THE STUDY AREA? BLACKS COMPRISE ONLY 21% OF THE STUDY AREA POPULATION? WHAT EVIDENCE TO YOU HAVE TO ALLAY FEARS THAT THIS IS YET ANOTHER EXAMPLE OF RACIAL DISCRIMINATION?

HOW MUCH OF THE PROJECTED RIGHT-OF-WAY ACQUISITION COST FOR ALTERNATE 3 IS COMPRISED OF YOUR ESTIMATE FOR LAND TO BE TAKEN FROM MY PROPERTY AT 7522 RIDGE ROAD?

IS THE LAND I WOULD LOSE FROM MY HOUSE COUNTED IN THE PROPERTY OWNER IMPACT STATISTICS? IF NOT, WHAT WOULD BE THE REVISED STATISTICS (TOTAL AND BY RACIAL GROUP) FOR RESIDENTIAL LAND TAKEN, COUNTING LOSS OF SOME LAND BUT WHERE THE OWNER DOESN'T LOSE THE ACTUAL HOUSE?

IN LIGHT OF THE DORCHESTER REZONING DECISION RELEASED ON MAY 30TH, WILL THE RIGHT OF WAY ACQUISITION BUDGET HAVE TO BE INCREASED, OR WAS IT ALREADY ASSUMED THAT ACQUISITION COSTS IN THE RIDGE ROAD & WRIGHT ROAD AREAS WOULD BE AT COMMERCIAL/INDUSTRIAL PROPERTY VALUE RATES?

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Route 100
Response to Impact Statement
Michael G. Miller

QUESTIONS PERTAINING TO WRITER'S 5.14 ACRE PARCEL KNOWN AS 7531 RIDGE ROAD:

HOW MUCH OF THIS 5.14 ACRES (PARCEL 248) FALLS WITHIN THE ALT 3 RIGHT-OF-WAY, AND IS THAT THE AMOUNT OF LAND YOU PROPOSE TO TAKE?

UP UNTIL WHAT DATE OR MILESTONE MAY I CONTINUE TO PURSUE MY DEVELOPMENT PLANS FOR THIS PARCEL. ARE COUNTY OFFICIALS FREE TO ENTERTAIN/APPROVE A REZONING, IF ALL NON-ROUTE 100 ISSUES ARE SATISFACTORY? WOULD SHA OPPOSE MY REZONING APPLICATION (FOR 7531 OR 7522 RIDGE ROAD TO C2 OR W1B)?

WHAT DOLLAR ESTIMATE OF RIGHT-OF-WAY COSTS FOR THIS PROPERTY WAS USED TO ARRIVE AT THE GRAND TOTAL ESTIMATED FOR ALT 3 IN THE ENVIRONMENTAL IMPACT STATEMENT?

WHERE DOES THE LOSS OF THIS LAND SHOW UP IN THE TABLE S-1 SUMMARY OF IMPACTS TABLE? IF NOT INCLUDED IN THE TABLE, WHAT WOULD THE TABLE TOTALS BE (TOTAL AND BY RACE) IF LOSS OF UNDEVELOPED LOTS WERE COUNTED?

PLEASE MAIL ME A COPY OF THE "PRELIMINARY RELOCATION REPORT" REFERRED TO ON PAGE IV-1 OF THE ENVIRONMENTAL IMPACT STATEMENT.

GENERAL QUESTIONS:

PLEASE EXPAND YOUR TABLE OF ENVIRONMENTAL IMPACTS TO INCLUDE THE FOLLOWING FOR EACH ALTERNATE (GIVING SUBTOTALS BY RACIAL GROUP):

NUMBER HOUSES DISPLACED?

NUMBER HOUSES LOSING SOME LAND, BUT RESIDENCE NOT DISPLACED.

NUMBER RESIDENCES ADVERSELY IMPACTED BY NOISE (AS DEFINED IN ENVIRONMENTAL IMPACT STATEMENT).

NUMBER OF OWNERS OF CURRENTLY UNDEVELOPED PARCELS BEING WHOLLY TAKEN FOR RIGHT-OF-WAY? NUMBER OF OWNERS LOSING PARTIAL PARCELS?

PLEASE IDENTIFY THE 3 MOST RECENT SHA ROAD PROJECTS WHICH RESULTED IN OVER 5 RIGHT OF WAY ACQUISITION CASES, AND INDICATE THE ROAD PROJECT, TIME FRAME, THE PARCELS ACQUIRED, THE PRICES PAID AND THE DETAILS OR SETTLEMENT, I.E. advance acquisition, negotiated, eminent domain, out of court, etc.

Route 100
Response to Impact Statement
Michael G. Miller

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Thank you for your interest in citizen concerns. I look forward to a written response the the specific issues raised in this letter.

Sincerely,



Michael G. Miller
7522 Ridge Road
Hanover, Maryland 21076



Maryland Department of Transportation

State Highway Administration

606
William K. Hellmann
Secretary

Hal Kassoff
Administrator

October 10, 1986

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Maryland Route 3
PDMS No. 022007

Mr. Michael G. Miller, Jr.
7522 Ridge Road
Hanover, Maryland 21076

Dear Mr. Miller:

I am responding to your letter concerning the Maryland Route 100 project from Interstate Route 95 to Maryland Route 3. Before answering your specific questions, I would like to state that the State Highway Administration has given serious consideration to the impacts on minority communities and has revised Alternate 3 to avoid splitting the Queenstown community and to minimize impacts.

In response to your specific questions pertaining to your current residence at 7522 Ridge Road, the following is submitted:

1. Why is the Alternate 3 alignment drawn so as to take a corner of this parcel (on Ridge Road north of the driveway) when this could be remedied by shifting the alignment slightly northward without impacting the historic district of Shipley House? NOTE: Both properties are historic and neither has been actually accepted or rejected for the Historic Register.

As stated in the Draft Environmental Impact Statement, of the seventeen (17) sites of historical significance in the study area identified by the Maryland Historical Trust, two (2) sites (the Shipley House and the Smith Farm) are considered possibly eligible for the National Register by the State Historical Preservation Officer. The Piney Run House was designated as being of Maryland Inventory Quality only. The alignment of Alternate 3 was drawn not only to avoid the Shipley House historic boundaries, but to minimize impacts to, and the number of relocations from the community along Ridge Road.

VI-285

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. Michael G. Miller, Jr.
October 10, 1986
Page 2

- 2. The proposed cul-de-sac on Ridge Road is depicted in Alternate 3 south of my existing driveway. Is this accurate? Will the State pay for a new driveway far removed from the 'dead-end' that you propose to create? Will the road be above grade here?
 - All work necessary to maintain access to residences not required for relocation will be undertaken by the State Highway Administration. Ridge Road will remain at its existing grade. The Alternate 3 alignment will be approximately ten feet (10') lower than the existing grade of Ridge Road.

- 3. With the cul-de-sac, how many driving feet are there between my home and the new prime intersections (Route 100 at New Ridge; and Route 100 at Dorsey Road)? How does this compare to the existing distance between my property and the current intersection at Dorsey Road?
 - The distance from your driveway to the Route 100/New Ridge Road interchange would be approximately 3500 feet. The distance from your driveway to Dorsey Road via the New Ridge Road would be approximately 4500 feet. The existing distance from your driveway to the current Ridge Road/Dorsey Road intersection is approximately 1200 feet.

- 4. Since the study indicates my property will suffer an adverse noise impact (i.e., greater than 10% to 68 dba based on Receptor 9) and there are no plans to perform noise abatement; does this mean that my property will be purchased by the State or that I will otherwise be compensated? (Alternate 3)
 - The study indicates there would be an 11 dba increase in existing noise levels, without contributing aircraft noise, to 68 dba in the design year of 2010. It is not the policy of the State Highway Administration to purchase property experiencing an increase in noise levels or to provide monetary compensation.

Mr. Michael G. Miller, Jr.
October 10, 1986
Page 3

5. Why is the no-build alternate the only one of the 4 choices in which the percentage of displacements for blacks is less than or equal to the percentage of blacks in the study area? Blacks comprise only 21% of the study area population. What evidence do you have to allay fears that this is yet another example of racial discrimination?

• Consideration of impacts to minority communities was undertaken as required in 23 CFR, Section 7610.405. The study alignments were drawn to minimize impacts to all improved properties. The Draft Environmental Impact Statement has been reviewed by the Equal Opportunity Section of the State Highway Administration and found to be in compliance with Title VI of the Civil Rights Act of 1964. As was stated previously, Alternate 3B was developed to minimize impacts to a minority community.

6. How much of the projected right-of-way acquisition cost for Alternate 3 is comprised of your estimate for land to be taken from my property at 7522 Ridge Road?

• The estimated right-of-way cost has not been developed on a parcel by parcel basis. Specific appraisals will be made when the final acquisition requirements are known.

7. Is the land I would lose from my house counted in the property owner impact statistics? If not, what would be the revised statistics (total and by racial group) for residential land taken, counting loss of some land but where the owner doesn't lose the actual house?

• The following table lists the total residential acreage required for right-of-way for the alternates presented in the DEIS. These totals have been estimated from Anne Arundel and Howard Counties' zoning maps. The projected amount of acreage required for right-of-way has not yet been determined on a parcel-by-parcel basis. Neither the actual ownership of affected properties nor the ethnic background of these property owners will be determined until such time as final plans and metes and bounds plats have been prepared.

Mr. Michael G. Miller, Jr.
October 10, 1986
Page 4

<u>Alternate</u>	<u>Residential Acreage Required</u>
2 - Option A	254.5
2 - Option B	261.0
3 - Option A	400.6
3 - Option B	420.2
4	308.4
3/Crossover/4	335.7

- 8. In light of the Dorchester rezoning decision released on May 30th, will the right-of-way acquisition budget have to be increased, or was it already assumed that acquisition costs in the Ridge Road and Wright Road areas would be at commercial/ industrial property value rates?
- The property was assessed on the zoning in place at the time the estimate was made in early 1986. Another right-of-way estimate will be prepared for the selected alternate and changes made where necessary.

In response to your questions pertaining to your 5.14 acre parcel known as 7531 Ridge Road, the following is submitted:

- 1. How much of this 5.14 acres (Parcel 248) falls within the Alternate 3 right-of-way, and is that the amount of land you propose to take?
- As depicted on the tax maps of Anne Arundel County, parcel 248 contains 10.29 acres, of which approximately 6.1 acres are required for the Alternate 3 right-of-way.
- 2. Up until what date or milestone may I continue to pursue my development plans for this parcel? Are County Officials free to entertain/approve a rezoning, if all non-Route 100 issues are satisfactory? Would SHA oppose my rezoning application (for 7531 or 7522 Ridge Road to C2 or W1B)?
- Anne Arundel County is responsible for all rezoning decisions. The State Highway Administration would not oppose the rezoning; however, a recommendation would be made that the portion of the property required for Maryland Route 100 not be allowed to be developed.

Mr. Michael G. Miller, Jr.
October 10, 1986
Page 5

- 3. What dollar estimate of right-of-way costs for this property was used to arrive at the grand total estimated for Alternate 3 in the Environmental Impact Statement?
 - Please see response Number 6 on page 3.
- 4. Where does the loss of this land show up in the Table S-1 Summary of Impacts Table? If not included in the Table, what would the Table totals be (total and by race) if loss of undeveloped lots were counted?
 - Please refer to the response to Question 7 in the previous section.
- 5. Please mail me a copy of the "Preliminary Relocation Report" referred to on page IV-1 of the Environmental Impact Statement.
 - The Preliminary Relocation Report is a confidential document and is not provided the general public. If you believe your property is affected, please contact Mr. John W. Gladding, Jr. of the State Highway Administration's District #5 Real Estate Office at 138 Defense Highway, Annapolis, Maryland 21401, telephone 841-5464.

In response to your general questions, the following is submitted:

- 1. Number houses displaced?
 - The residential displacements and the minority residential displacements required under each alternate are presented in the Summary of Impacts Table of the DEIS, a copy of which is enclosed.
- 2. Number houses losing some land, but residence not displaced?
 - The projected amount of acreage required for a right-of-way for Maryland Route 100 has not yet been determined on a parcel by parcel basis. The individual property owners who may be affected have not been identified during this stage of the study. The actual ownership of affected properties will be

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Mr. Michael G. Miller, Jr.
October 10, 1986
Page 6

determined at such time as metes and bounds plats have been developed and titles researched. The amount of acreage required for right-of-way in the categories you refer to has been estimated from Anne Arundel and Howard Counties' zoning maps, and may not represent the actual land use in all cases.

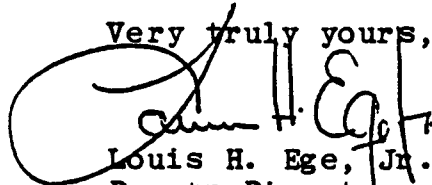
- 3. Number residences adversely impacted by noise (as defined in Environmental Impact Statement)?
- The following table lists the number of residences determined to experience noise impacts (as defined in the DEIS) in the design year, 2010:

<u>Alternate</u>	<u>No. Residences Experiencing Noise Impact</u>
2 - Option A	24
2 - Option B	21
3 - Option A	42*
3 - Option B	38*
4	31*
3/Crossover/4	26*

* Includes 12 Apartment Units on Stage Road.

- 4. Number of owners of currently undeveloped parcels being wholly taken for right-of-way? Number of owners losing partial parcels?
- Please refer to the response to question Number 2.

Very truly yours,



Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:bh

cc: ~~Mr.~~ Neil J. Pedersen
~~Mr.~~ Ronald E. Moon

Tw. 612



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Memorandum

Subject: Draft Environmental Impact Statement/Section 4(f)
 Evaluation, Maryland - Anne Arundel and
 Howard Counties, Maryland Route 100
 from I-95 to MD 3 (I-97)
 FHWA-MD-EIS-86-01-D

Date: MAY 22 1986

From: *Eugene L. Lehr*
 Eugene L. Lehr
 Chief, Environmental Division

To: Eugene W. Cleckley
 Chief, Environmental Operations
 Division, HEV-11

Reply to
 Attn. of:

We appreciate the opportunity to review this DEIS. We have no comments.

613



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

JUL 17 1986

In Reply Refer To:
ER 86/693

PROJECT
DEVELOPMENT
DIVISION
JUL 17 3 01 PM '86

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
711 West 40th Street, Suite 220
Baltimore, Maryland 21211

Dear Mr. Elinsky:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for SR-100 Extended (from I-95 to SR-3/I-97), Anne Arundel and Howard Counties, Maryland.

SECTION 4(f) STATEMENT COMMENTS

We find that Alternate 3A is the alternative which would have the least harm to Section 4(f) resources, and the Department of the Interior would have no objection to its approval under 49 USC 303.

Although it appears that there will be no direct impact to historical sites eligible for the National Register, we, nevertheless, recommend with regard to the second proviso of Section 4(f) -- measures to minimize harm -- that appropriate landscaping and screening, as determined necessary in consultation with the State Historic Preservation Officer (SHPO), be used to serve as a visual and sound buffer.

With regard to archeological resources the draft statement indicates the need for Phase II studies, and, accordingly, we recommend the continued coordination and consultation with the SHPO for the protection and preservation of any identified archeological resources.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

We find the document adequate in describing the existing natural resources, but inadequate in its discussion of the extent of impacts upon these resources and efforts to mitigate them.

Mr. Emil Elinsky

Section II... Alternates -- Additional alternates deserve serious consideration in order to significantly reduce impacts upon fish and wildlife resources. For example, a combination of Alternative 2B and 3B just east of McPherson. Although inclusion of Alternative 3B at this point would adversely impact Sawmill Creek and its associated wetlands, these impacts could be significantly reduced by inclusion of various mitigation measures such as spanning the wetlands, reducing the median width where possible, and tightening fill slopes to 1.5:1. Similar mitigation measures should also be considered for other alternates, especially Alternate 3A.

4

Section III.C.6.b., page III-40, second paragraph -- The final document should specify the type and height of the obstructions and what the "other factors" are which restrict anadromous use of the impacted waterways.

5

Section III.C.6.c., pages III-40 through III-41 -- It is stated that small areas of wetlands exist along Deep Creek. However, the vegetation along this waterway (see page III-38, second paragraph) is indicative of the presence of temporarily-flooded forest wetlands.

6

Section IV.C.1.b., page IV-39 and Section IV.C.3., pages IV-43 through IV-44 -- It is stated that a detailed study of floodplain encroachment will be undertaken during the engineering design phase. Since it was not stated what types of structures were assumed to be in place for the preliminary analysis, we recommend that the State Highway Administration perform an analysis to determine the amount of floodplain encroachment involved, i.e., culverts and fill within the 100-year floodplain. The final document should present the assumptions and results of this analysis for each alternate.

7

Section IV.C.4., pages IV-44 through IV-45 -- The final document should state the amount of wetlands impacted at each crossing for each alternate.

8

The statement that "...wetland reconstruction will be provided where practicable..." should be revised to indicate that all unavoidable wetland losses will be replaced.

Further coordination with the U.S. Fish and Wildlife Service (FWS) is recommended in order to determine the presence and extent of wetlands, and the impacts and appropriate mitigation measures before selection of an alternate.

Mineral Resources

The draft statement provides a detailed description of the sand and gravel and clay deposits within the project area, but does

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Mr. Emil Elinsky

not assess potential impacts the project would have on the resources. Iron has also been produced within or near the study area in the past, but iron deposits are not mentioned in the report.

We suggest subsequent versions of the document identify all mineral resources and mineral producing facilities within the project area and include a brief description of the potential impacts to the mineral environment from project implementation. If no impacts are expected, a statement to that effect would ensure that mineral resources have been considered during the planning process.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Because an Army Corps of Engineers permit will be required for placement of fill material in wetlands, the FWS will review and make recommendations on the permit application.

The FWS advises that its position on an Army Corps of Engineers permit would be to recommend: (1) selection of an alternate that minimizes or adequately mitigates impacts upon fish and wildlife habitats; (2) implementation of measures to minimize impacts upon wetlands, such as spanning the wetland, tightening fill slopes to 1.5:1, and reducing the median width; (3) replacing all unavoidable wetland losses at a ratio to be determined by appropriate habitat evaluation procedures; (4) implementation of a wetland replacement plan that has been coordinated with and approved by the Maryland Department of Natural Resources and the FWS; and, (5) incorporation of an effective sediment and erosion control plan and a stormwater management plan. Should Alternative 3B be selected and efforts are not undertaken to significantly reduce impacts to the 15 acres of wetlands along this alignment, the FWS would recommend denial of a permit.

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SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of Alternate 3A. At this time, we object to Section 4(f) approval of the other alternates. Further coordination on mitigation for streams, wetlands, and wildlife habitat impacts is recommended with the FWS prior to the circulation of the final statement.

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As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to recreational and cultural matters, please contact the Regional Director, National Park Service,

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Mr. Emil Elinsky

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Mid-Atlantic Region, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, U.S. Fish and Wildlife Service, 1825-B Virginia Street, Annapolis, Maryland 21401 (telephone FTS 922-2007, commercial 301/269-5448). Questions on mineral resources should be directed to the Chief, Intermountain Field Operations Center, Bureau of Mines, P.O. Box 25086, Building 20, Denver Federal Center, Denver, Colorado 80225 (telephone FTS 776-0263, commercial 301/236-0263).

Thank you for the opportunity to provide these comments.

Sincerely,

Bruce Blanchard
Bruce Blanchard, Director
Environmental Project Review

cc:
Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering
State Highway Administration
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

Mr. J. Rodney Little
Maryland Historic Trust
John Shaw House
21 State Circle
Annapolis, Maryland 21401

RESPONSES TO
U. S. DEPARTMENT OF THE INTERIOR
LETTER DATED JULY 11, 1986

1. The selected alternate follows the alignment of Alternate 3A from I-95 to MD Route 170. East of MD Route 170, the Option B alignment for Alternate 3 was selected in order to minimize impacts to the unique and distinct minority community of Queenstown.
2. The State Highway Administration will continue coordination with the State Historic Preservation Officer to identify possible measures to minimize harm to any historical sites eligible for the National Register.
3. The State Highway Administration will continue coordination with the State Historic Preservation Officer with regards to the protection and preservation of any identified archeological resources.
4. Combining Alternate 2B with 3B just east of McPherson would require the largest land acquisition from Friendship Park of any of the alternates. Also, combining an urban arterial highway (Alternate 3) has several capacity and safety problems as described in Section IV.B.
5. Section III.C.6.b has been revised to identify the obstructions which restrict anadromous use of the impacted waterways.
6. Section III.C.6.c includes detailed delineation of the wetlands in the area.
7. The type of structures proposed for each stream crossing for the selected alternate, Alternate 3B (Modified), are shown on Figures 11-26 to 11-35. The project will be designed in accordance with the current Maryland Water Resources Administration and State Highway Administration criteria which require that preconstruction and post-construction hydrologic and hydraulic models (TR-20 and HEC-2 computer programs) be developed and that the construction results in no significant increase in the 100-year floodplain.
8. Section IV.C.4 includes the amount of wetlands impacted at each crossing for the selected alternate, Alternate 3B (Modified). All unavoidable wetlands losses will be replaced, with the first option being replacement within the same watershed. All improvements involving wetland encroachment will require a Section 404 Permit from the U.S. Army Corps of Engineers. A field review was held on November 18, 1986 with representatives of the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources to identify wetland areas along the selected alternate. Notes of this field review are on page VI-298. Mitigation measures will be coordinated with the appropriate agencies.
9. Refer to Section IV.H for information regarding the impact of the project on mineral resources in the project area.

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10. The State Highway Administration will continue coordination with the Maryland Department of Natural Resources to minimize impacts to wetlands and streams. Whenever reasonable, measures will be included in the final design of the project to minimize impacts to wetlands. Decisions on the side slopes cannot be made until the final horizontal and vertical alignment is known.
11. The State Highway Administration believes that the selected alternate, **Alternate 3B (Modified)**, provides the needed service to the area while minimizing impacts to communities and the natural environment. Coordination will continue with the Maryland Department of Natural Resources and the State Historic Preservation Officer in order to minimize adverse impacts on the natural environment and cultural resources.

NOTES OF MEETING

Date: November 18, 1986

Project: MD Route 100

Subject: Wetlands field reconnaissance of MD Route 100 Study Area

Contract No: AA 682-101-570

PDMS No. 022007

CEI Contract No. 85-0025-P-41

Prepared By: Century Engineering, Inc.

Attendees:

Terry Dean	U.S. Army Corps of Engineers
Steve Harmon	U.S. Army Corps of Engineers
Diane Echols	U.S. Fish & Wildlife Service
Mike Hollins	MD DNR-Non Tidal Wetlands
Mary Ellen Dore	MD DNR-Wetlands Division
Jim Dooley	MD State Highway Administration
Alan K. Marteney	Century Engineering, Inc.
John Rist	Century Engineering, Inc.

The attendees met at 9:00 a.m. on site at the MD Route 100 Study Area.

Ms. Echols of The U.S. Fish and Wildlife immediately asked for clarification on the purpose of this field visit. Jim Dooley explained that the purpose was to coordinate with these various agencies, to examine the wetlands of the study area which would be affected by the selected alternate (Alternate 3-B), to confirm the general limits and types of these wetlands, and to discuss possible mitigation measures.

Ms. Echols voiced strong objection to the fact that an alternate had been selected prior to her input on the various alternates' impacts, and before comments on the Draft EIS had been resolved stating that her purpose for coming here was not to mitigate a selected alternate, but rather to investigate the impacts of several alternates in a scoping process before an alternate was selected. She indicated that she did not believe the EIS process had properly been performed.

Mr. Hollins seconded this general opinion, stating that there were real questions about whether the NEPA and coordination process had been complied with. It was his feeling that resolution of their comments on the Draft EIS and field investigation of all alternates should have occurred prior to and been incorporated into the selection process. He had expected to examine wetlands for all alternates on this field investigation.

Mr. Dooley discussed why the other alternates were not particularly feasible based on considerations other than those for wetlands, and that complete avoidance of wetlands was not possible because they were linear features running perpendicular to the path of the roadway. If they wished to look at wetlands other than for Alternate 3-B, we were prepared to do that also.

NOTES OF MEETING (continued)

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November 18, 1986
MD Route 100
Page Two

He also explained that it has become the Bureau's policy for recently planned and future projects to involve these wetlands agencies in the Draft EIS stage, but that these same criteria cannot be retroactively applied to projects that had begun years past, as in the case of MD Route 100.

Ms. Echols stated that the various wetland agencies would write to Ms. Cynthia Simpson of the Bureau of Project Planning's Environmental Division to express their displeasure and to resolve these problems. She also stated later that this was an issue she would take up with the Federal Highway Administration.

It was then agreed that the group would at least investigate the wetlands associated with Alternate 3-B on this day. Alternate mapping showing the affected wetlands were passed out and the wetlands reconnaissance began at Sawmill Creek in Friendship Park. Specific comments and descriptions for the several wetland areas visited are attached as separate pages to these notes, but general comments common to all wetlands include the following:

- * Ms. Echols stated that each wetland which would be affected by any alternate should be shown on a map with a numerical designation. In the EIS each of these designated wetlands should be discussed individually, as was done on the Route 29 project.
- * Each wetland discussion should contain, as a minimum, a classification of the wetland and a description and listing of species of the dominant vegetative canopy and understory, performed by field studies of a competent wetlands specialist.
- * The delineation of wetland limits should be more exactly defined. Mr. Hollins stated that, in general, all floodplain areas will be wetland areas; but SHA cannot simply assume that. Limits should be defined by field investigation of vegetation and hydric indicators.
- * Where the limits of wetlands cannot be visually defined (as was decided at wetland 3B-5), they should be determined by soil probes. This procedure should be recorded with maps and forms, showing locations of probes and soil profiles. When Mr. Dooley indicated that in such circumstances the SHA might assume the entire floodplain a wetlands as a worst case scenario, Mr. Hollins of MD DNR stated that "The Corps of Engineers requires documentation of wetlands.", (this was agreed to by Mr. Harmon), and making such assumptions could result in misleading impact data.
- * Based on the above revised wetland delineations, new acreages should be developed for impact determinations on those wetlands.

NOTES OF MEETING (continued)

November 18, 1986

MD Route 100

Page three

After investigating five (5) wetlands which covered the eastern half of the study area, the group broke for lunch and then reconvened for further site work. Apparently speaking for the other agencies, as well as himself, Mr. Hollins stated that he did not believe any worthwhile purpose was being accomplished on this field survey, that he had many other more pressing matters awaiting him back at his office, and suggested that this field investigation should be ended. He indicated that the group should come back together again after the above mentioned recommendations had been accomplished. If this were to delay the scheduling of the project, then it would simply have to be delayed. Ms. Echols and Dore expressed agreement. Ms. Dore also stated that she wanted to see specific information on each stream crossing with stormwater management and sediment control measures to be applied, along with discussions of impacts above and below these individual crossings. Mr. Harmon requested that all stream crossings be clearly shown on the mapping. Ms. Echols requested that mapping show locations and sizes of all bridges and culverts for a worst case scenario.

Mr. Dooley stated that much of the information that was being requested would not be available until final design, but that their comments would be passed along to higher authorities. The meeting dispersed at approximately 2:00 p.m.

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ATTACHMENT 1

Notes on Wetland Sites

- * Site NO. 3B-1 Sawmill Creek Crossing at Friendship Park:
(one system for both crossings)

This is a Palustrine Forested broadleaf deciduous wetlands, of "C" water regime. The wetland is toe to toe in this area and the mapping delineation and acreages affected should be revised. Dominant Canopy is 95% Red Maple with 5% other species. Water table can be plus or minus one foot from surface during different times of the year. Soil is currently 18 inches to saturation, and there are many hummocks. Associated secondary species in canopy included Black Gum, Pin Oak and Cherry. Understory species include Magnolia, Winterberry, Skunk cabbage, Chain Fern, cinnamon fern, wood reed, highbrush blueberry, rhododendron, uniola Laxa, red chokeberry and Lyonla.

- * Site No. 3B-2 W.B. & A Road Vicinity:

This area is classified PFOIA and very similar to site 3B-1. Dominant Canopy is Sweet Gum (50%), red Maple (25%), and white oak (25%). Hydric Indicators include high brush blueberry, arrow wood and sweet pepper bush.

- * Site No. 3B-3 Buckingham Nursery:

All flood plains in this area, which constitute a much larger area than current wetlands mapping, will be wetlands. Acreages will have to be recalculated accordingly. Black Gum and Maple are co-dominant canopy species, with river birch and willows. Different classifications of wetlands occur in the area.

- * Site No. 3B-4 Area near Koppers:

This wetlands area includes both Palustrine Forested and Palustrine Emergent areas. Significant areas of standing water occur. Dominant Canopy is Red Maple. Associated species include spagnum moss, sweet bay magnolia, winterberry, viburnum, golden rods, and manna grass. Agencies need to know whether this is bridged or culverted.

- * Site No. 3B-5 Near Harmons Park:

This area is not shown on mapping as a wetlands. Hollins stated that soils work will have to be done in here to determine how much of the area is wetlands, as much is questionable. The immediate stream corridor itself is wetlands. There are scattered oaks in the questionable area. The necessary study will correlate soils with vegetation, and should be a full scale study and delineation. Hollins did not accept the proposition that the entire floodplain could be considered a wetlands as a worst case scenario.

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United States
Department of
Agriculture

Soil
Conservation
Service

4321 Hartwick Road, Room 522
College Park, Maryland 20740

June 10, 1986

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

Dear Mr. Ege:

The Soil Conservation Service has reviewed the draft Environmental Impact Statement/Section 4(f) Evaluation for Maryland Route 100, Anne Arundel and Howard Counties, Maryland. We offer the following comments:

Section III, Figure III-3. There are some discrepancies between the map and legend. A forest-cover overlay which is present on the map does not appear in the legend. Large portions of the map have no overlay. What is the land use in these areas? 1

Page III-30, Soil Associations. The use of soil associations is good for general planning. For the design phase, however, the detailed Soil Survey for Howard County and for Anne Arundel County should be used. The most recent soils interpretations for Howard County can be obtained by contacting the Soil Conservation Service (SCS) or Soil Conservation District (SCD) in Ellicott City. For Anne Arundel County, this information can be obtained from the SCS/SCD office in Annapolis. 2

Page III-38, Ecology. The sections on vegetation, wildlife, and wetlands are very general. Most of the information appears to have been derived from a review of published maps and reports. We suggest that on-site sampling of flora and fauna be conducted to verify this information. 3

Page III-41, Wetlands. The report refers to palustrine forested wetlands that are "...of temporary or seasonal nature; with smaller areas of temporary, narrow leafed, emergent vegetation." This sentence is misleading. It should be corrected to state that most of the palustrine forested wetlands were mapped as having either temporarily flooded or seasonally flooded water regimes, while the palustrine emergent wetlands were mapped as having a temporarily flooded water regime. 4

In addition, you should be aware that the NWI maps were prepared by photointerpretation of color infrared transparencies, with limited ground-truthing. The maps are suitable for general planning purposes but need to be field-checked during the design phase of the project.



The Soil Conservation Service
is an agency of the
United States Department of Agriculture



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Mr. Louis H. Ege, Jr.

2

Page IV-37 to IV-47, Natural Environment. The description of effects in this section is very general and would benefit greatly from site-specific information. If detailed information will not be available until later in the planning or design process, we suggest that this be noted in the report.

5

Thank you for the opportunity to review this draft Environmental Impact Statement.

Sincerely,

J. Craker (acting)

PEARLIE S. REED
State Conservationist

cc:

J. B. Newman, Director, Ecol. Sciences Div., SCS, Washington, DC

RESPONSES TO
U. S. DEPARTMENT OF AGRICULTURE
LETTER DATED JUNE 10, 1986

1. The forest-cover overlay which is present on the map is shown in the legend to correspond to Public or Community Recreation Areas. The only portion of the map with no overlay is the right-of-way for I-95 which is a full access-controlled freeway.
2. Detailed soil surveys will be used for the final design of this project.
3. A more detailed wetlands analysis has been performed for those areas that may be impacted by the selected alternate, Alternate 3B (Modified), which included on-site investigation.
4. The referenced sentence has been revised.
5. This document discusses specific impacts to the natural environment to the extent possible (see Section IV.C).

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13 June 1986

Planning Division

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration.
707 North Calvert Street
Baltimore, Maryland 212202

PROJECT
DEVELOPMENT
DIVISION
OCT 22 9 34 AM '86

Dear Mr. Ege:

Reference Neil J. Pedersen's letter of 9 May 1986 regarding the review of the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for Maryland Route 100 in Anne Arundel County and Howard County, Maryland. The comments provided below address the proposed work as it relates to the Corps of Engineers' areas of concern including flood control hazard potential, permit requirements under Section 404 at the Clean Water Act, and other direct or indirect impacts on existing or proposed Corps of Engineers' projects.

There are no existing or proposed Corps of Engineers projects in the vicinity of Maryland Route 100.

As stated on page IV-43 of the DEIS, flood plain impacts from the construction will be quantified during final detailed design. This will be adequate for compliance with Federal, state and local flood plain regulations.

The DEIS states that any improvements involving wetland encroachment will require a Section 404 Permit from the U.S. Army Corps of Engineers. The DEIS also mentions that wetlands potentially affected by the projected were identified based on the National Wetlands Inventory (NWI) prepared by the U.S Fish and Wildlife Service. Since the Corps of Engineers and the Fish and Wildlife Service use different criteria in classifying wetlands, delineation and determination of project area wetlands should be done or approved by the Corps of Engineers. If you have any questions concerning wetlands in the project area, please contact Ms. Linda Milchling, Western Shore Permits Section at (301) 962-4253.

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2
3

If you have any other questions concerning these comments, please contact me or have a member of your staff contact my action officer, Mr. Larry Lower at (301) 962-4710.

JAMES F. JOHNSON
Chief, Planning Division

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RESPONSE TO
U. S. ARMY CORPS OF ENGINEERS
LETTER DATED 13 JUNE, 1986

1. No response required.
2. No response required.
3. A more detailed wetlands analysis has been performed for those areas that may be impacted by the selected alternate, Alternate 3B (Modified). This included a field review at which representatives from the U. S. Army Corps of Engineers were present. The State Highway Administration will continue coordination with the Corps of Engineers concerning impacts to wetlands.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 341 Chestnut Building
 Philadelphia, Pennsylvania 19107

629

Mr. Louis Ege, Jr.
 Deputy Director
 Project Development Division (Rm. 310)
 Maryland State Highway Administration
 707 N. Calvert Street
 Baltimore, Maryland 21202

JUL 7 1986
 Jul 18 2 02 PM '86
 PROJECT DEVELOPMENT DIVISION

Re: Maryland Rt. 100 DEIS

Dear Mr. Ege:

In accordance with the provisions of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced project. The DEIS clearly presents the bridge construction options under consideration but EPA has rated the project EC-2 pending selection of the preferred option. A summary of the rating definitions is attached for your reference.

Our particular concerns are outlined below.

Ground Water

Based on our review of the DEIS, it is not clear whether studies to determine the impact of the highway on ground water supplies, as referenced on page IV-42, will actually be conducted. The document states that these "should" be performed, but offers no assurance that they will in fact be performed. EPA requests that the FEIS make that assurance, since the results of the studies could show adverse effects of the highway on the availability and quality of drinking water from a public water supply system. These impacts must be clearly stated in the FEIS and should be the culmination of a hydrogeologic study of the area. Needless to say, the findings of such a study should play an important role in selecting the final alignment.

Wetlands

EPA recommends, to the greatest extent possible, that all wetlands associated with each alternative be identified and assessed by field inspections conducted jointly with the appropriate State and Federal agencies, rather than depending solely on the delineation of the National Wetland Inventory. This will supply the SHA with more accurate information from which the final selection can be made.

We also recommend that maximum use be made of structures to span wetlands as necessary, and therefore minimize impacts. During the selection process, careful attention should be given to evaluating the quantity and quality of affected wetlands to reduce encroachment on these sensitive areas. Mitigation for damages shall be coordinated with the appropriate agencies to ensure that definitive mitigation plans are presented in the final document.

Environmentally Sensitive Areas

If Alternate 3 is chosen as the preferred alignment, the results of the Buckingham Nursery Study should be included in the FEIS.

3

Section 4(f) Impacts

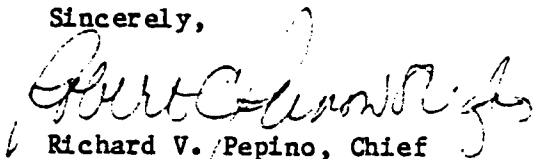
All prudent alternatives to the procurement of parklands for the project should be thoroughly explored prior to selecting an alignment. Court challenges involving Section 4(f) impacts have been particularly effective and failure to include adequate documentation in the FEIS for these acquisitions could cause unnecessary delays in implementing the project.

4

EPA appreciates having been included in the coordination process for this project and looks forward to participating in future coordination efforts. In particular we wish to be included in any field views scheduled to assess the wetland impacts. We also wish to be afforded the opportunity to review the stream crossing plans scheduled to be developed from the hydrologic and hydraulic studies during the design phase of the project.

Should you have any questions, or if we can be of additional assistance, feel free to contact Jeffrey Alper at 215-597-7817.

Sincerely,


Richard V. Pepino, Chief
NEPA Compliance Section

Enclosure

SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*

Environmental Impact of the Action

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analysis, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analysis, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purpose of the NEPA and/or Section 309 review, and thus should be formally reviewed and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

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RESPONSE TO
U.S. ENVIRONMENTAL PROTECTION AGENCY
LETTER DATED JULY 7, 1986

1. If it is determined to be required, the State Highway Administration will conduct a hydrogeologic study of the area to determine any impacts of the project to groundwater.
2. A more detailed wetlands analysis has been performed for those areas that may be impacted by the selected alternate, Alternate 3B (modified), that included the use of detailed soil series mapping and field investigations (see Notes of Meeting, page VI-298). The State Highway Administration will continue coordination with the appropriate State and Federal Agencies concerning the impact of the project on wetlands.
3. The Buckingham Forest Tree Nursery Study is provided as a supplement to this Final Environmental Impact Statement.
4. Avoidance alternates for the impacted 4(f) resources are presented in Section IV.1. The hydrologic and hydraulic reports and construction plans will be reviewed by the Water Resources Administration. The U.S. Environmental Protection Agency will also be provided copies for review.



633

U.S. Department of Housing and Urban Development
Philadelphia Regional Office, Region III
Liberty Square Building
105 South Seventh Street
Philadelphia, Pennsylvania 19106-3392

JUL 3 1986

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street - Room 310
Baltimore, MD 21202

PROJECT
DEVELOPMENT
DIVISION
JUL 18 2 03 PM '86

Dear Mr. Ege:

We have completed our review of the Draft Environmental Impact Statement for Maryland Route 100 Extended from I-95 to Route 3/I-97. In general, we find the document to be comprehensive and complete, however, we do have a number of specific comments, as follows.

1. Figures III-3 and 4 show existing and proposed land uses respectively. We feel that this information would be enhanced if there was included, as well, a tabular summary of the major land uses shown on each map. Also, it is not clear whether the proposed land use map envisions a target year or is an end state plan. However, since the Howard County General Plan appears to use the year 2005, it would be of value to know what changes in anticipated land use are projected to occur throughout the entire study area by that target year.
2. Although impacts upon floodplains and wetlands are discussed on pages IV-43-44, the document makes no reference to compliance requirements required by Executive Orders 11988 and 11990.
3. Table IV-4 - Project Noise Levels, includes Ambient Leq both with and without aircraft. Design year 2010 noise levels do not, however, appear to reflect future noise levels contributed by aircraft. Inasmuch as ambient levels with aircraft were included it would seem that the future noise impact picture should be shown on the same basis, namely, with and without aircraft. We believe that this would be a more forthright presentation of noise impacts.

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4. Although 4(f) impacts are discussed extensively, we do not feel that we can comment fully on this matter until a firm decision is made on the final alignment.

Thank you for the opportunity to comment.

Sincerely,

Lawrence Levine

Lawrence Levine
Regional Environmental Officer

RESPONSE TO
U. S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
LETTER DATED JULY 3, 1986

1. The existing land use map is based on the land use maps of the Maryland Department of State Planning, 1981. The proposed land use maps are based on the Howard County and Anne Arundel County master plans.
2. Reference to the compliance requirements of Executive Orders 11988 and 11990 is made in Sections IVC.3 and IV.C.r, respectively.
3. Since aircraft noise cannot be mitigated with conventional methods (i.e. noise barriers), future noise levels 'with aircraft' were not calculated.
4. The State Highway Administration will continue coordination with the appropriate agencies concerning impacts of the project to 4(f) resources.



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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Washington, D.C. 20230

OFFICE OF THE ADMINISTRATOR

PROJECT
DEVELOPMENT
DIVISION
JUL 16 10 02 AM '86

July 10, 1986

Mr. Louis H. Ege, Jr.
Deputy Director Project Development
Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Sir:

This is in reference to your draft environmental impact statement for Maryland Route 100 from I-95 to I-97. Enclosed are comments from the National Oceanic and Atmospheric Administration.

We hope our comments will assist you. Thank you for giving us an opportunity to review the document.

Sincerely,

David Cottingham

David Cottingham
Ecology and Conservation Division

Enclosure





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Washington, D.C. 20230

JUL 07 1986

TO: BF/ECD - David Cottingham
FROM: Nxl - John J. Carey *John J. Carey*
SUBJECT: DEIS 8605.04 - Contract No. AA 682-101-570,
Maryland Route 100

The subject DEIS has been reviewed within the areas of the National Ocean Service's (NOS) responsibility and expertise, and in terms of the impact of the proposed action on NOS activities and projects.

Geodetic control survey monuments may be located in the proposed project area. If there is any planned activity which will disturb or destroy these monuments, NOS requires not less than 90 days notification in advance of such activity in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation required for NOS monuments. For further information about these monuments, please contact Mr. John Spencer, Chief, National Geodetic Information Branch (N/CG17), or Mr. Charles Novak, Chief, Network Maintenance Section (N/CG162), at 6001 Executive Boulevard, Rockville, Maryland 20852.



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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Management Division
Habitat Conservation Branch
Oxford Laboratory
Oxford, Maryland 21654

June 27, 1986

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
State High Administration
707 North Calvert Street
Baltimore, Maryland 212012

Attn: Mr. Louis H. Ege

Dear Mr. Pedersen:

The National Marine Fisheries Service has reviewed the Draft Environmental Impact Statement (DEIS) entitled Maryland Route 100, Interstate Route 95 to Maryland Route 3, Anne Arundel and Howard Counties, and offers the following comments for your consideration.

Although it stated that blockages preclude the use of streams in the project area by anadromous species (page III-40), it should be noted that several of those streams support migratory fish runs below the obstructions. It would be useful to include a map illustrating the limit of migration in relation to the proposed highway alignments. Prohibiting in-stream construction from 1 March to 15 June (page IV-44) should reduce impacts to anadromous species spawning downstream. Furthermore, implementation of sediment control (page IV-41) and stormwater management measures (page IV-40) should reduce habitat degradation during construction and operation of the proposed highway.

It appears from the analysis provided in the document that Alternate 2B will result the least overall natural environmental impacts. This alternate is also one of the least expensive options.

We appreciate having had the opportunity to comment on the subject DEIS.

Sincerely,

Edward W. Christoffers
for Edward W. Christoffers
Asst. Branch Chief

RECEIVED

JUN 30 1986
#750

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

PROJECT
DEVELOPMENT
DIVISION
Jul 1 10 45 AM '86



RESPONSE TO
U. S. DEPARTMENT OF COMMERCE
LETTER DATED JULY 10, 1986

1. Letter from National Ocean Service, dated July 7, 1987.

If any geodetic control survey monuments are disturbed or destroyed by the project, the State Highway Administration will notify the National Ocean Service and provide for their relocation.

2. Letter from National Marine Fisheries Service, dated June 27, 1986.

All in stream construction for Class I streams will be prohibited from March 1 to June 15, inclusive. The standard erosion and sediment control practices, as developed by a Joint State Highway Administration/Water Resources Administration Task Force in 1984, will be used on this project. These practices will be monitored and strictly enforced.

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86.08.13
1.5.0.1



OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 383-

TTY FOR DEAF: Balto. Area 383-7555
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

August 13, 1986

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Bureau of Project Planning (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Aug 13 10 09 AM '86
PROJECT DEVELOPMENT DIVISION

RE: Contract No. AA 682-101-570
Maryland Route 100
Interstate Route 95 to
Interstate Route 97
PDMS No. 022007

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

A handwritten signature in cursive script that reads "Edward L. Carter".

Edward L. Carter, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration

ELC/cp

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

AUG 19 1986

Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Rm. 310)
MD State Highway Administration
707 North Calvert Street
Baltimore, MD. 21202

Re: MD Route 100
Draft Air Quality Analysis

Dear Ms. Simpson,

In accordance with the responsibilities delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, EPA Region III has reviewed the above referenced document. We are satisfied with the approach outlined for analyzing the air quality impacts of the project and offer no objections to completing this portion of the environmental study.

Thank you for including EPA in the coordination process. Should you have any questions, or if we can be of additional assistance, please contact Jeffrey Alper at 215/597-7817.

Sincerely,

for Jeffrey M. Alper
for Richard V. Pepino, Chief
NEPA Compliance Section

PROJECT
DEVELOPMENT
DIVISION
AUG 21 2 07 PM '86

642



Harry Hughes
Governor
Joseph Curran, Jr.
Lt. Governor

Wayne A. Cawley, Jr.
Secretary
Hugh E. Binks
Deputy Secretary

STATE OF MARYLAND
DEPARTMENT OF AGRICULTURE

June 30, 1986

JUL 11 12 54 PM '86
PROJECT DEVELOPMENT DIVISION

Ronald E. Moon
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

REF: Comments - Maryland Route 100 Project

Dear Mr. Moon:

The Maryland Department of Agriculture has an interest in the proposed Maryland Route 100 Project. I wish to submit the following statement which was read at the Public Meeting on June 11, 1986 but has not previously been submitted in writing:

The Maryland Department of Agriculture has an interest and a responsibility to promote the retention, conservation and preservation of productive agricultural and forest land. The Governor's Executive Order on Policies to Guide State Actions for the Physical and Economic Development of Maryland requires State agencies to "...conduct State projects, programs and investments such as highways..." and "...to minimize the conversion of productive agricultural and forest land...". Further on, however, the Executive Order also calls for "...the efficient provision of transportation services...".

This project clearly requires a decision which balances the public's need for improved transportation, for retention of natural resources and agricultural land and for environmental protection. We would expect that with whichever route is selected, the impact on farmland and on natural resources areas such as the State's only tree nursery, for example, would be minimized to any possible extent such that their productive capacity and environmental quality would be maintained.

Thank you for the opportunity to express our views.

Sincerely,

Wayne A. Cawley, Jr.
Secretary

WAC:mj

TELEPHONE NUMBER (301) 841-5880
50 HARRY S. TRUMAN PARKWAY, ANNAPOLIS, MARYLAND 21401

RESPONSE TO
MD DEPARTMENT OF AGRICULTURE
LETTER DATED JUNE 30, 1986

Minimization of impacts on agricultural land and natural areas, as well as residential and commercial areas, has been a consideration throughout the study. Minor alignment shifts will be considered during final design of the project to reduce impacts as much as feasible.



644

MARYLAND
DEPARTMENT OF STATE PLANNING
301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES
GOVERNOR

July 1, 1986

CONSTANCE LIEDER

RECEIVED ^{SECRETARY}

JUL 7 1986

Mr. Neil Pedersen
Department of Transportation
Office of Planning and Preliminary Engineering
707 N. Calvert Street
Baltimore, Md., 21201-0717

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identification Number: MD860514-0369

Applicant: MDOT - State Highway Administration

Description: Draft EIS/Section 4(f) Evaluation - Md. Rte. 100
From I-95 to I-97, AA682-101-570

Location: Anne Arundel County

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 16.02.03, the State Clearinghouse has coordinated the intergovernmental review of the referenced subject. As a result of the review, it has been determined that the subject is generally consistent with Maryland's plans, programs and objectives as of this date. Several environmental issues will require further analysis prior to any decision regarding alternatives. It is requested that the additional information needed be circulated for review before finalizing the EIS document.

All directly affected State and local public officials were provided notice of the subject. Review comments were requested from the following local jurisdictions and regional and State agencies:

Anne Arundel County, Regional Planning Council, Department of Public Safety and Correctional Services, Department of Budget and Fiscal Planning, Department of Economic and Community Development, including the Maryland Historical Trust (SHPO), Office of Environmental Programs of the Department of Health and Mental Hygiene, Department of Natural Resources, including the Coastal Zone Resources Division, Department of General Services, Department of Education, and the Department of State Planning.

The following specific comments are provided for your consideration:

The State Historic Preservation Officer has determined that the subject may affect archeological or historic resources listed in, or possibly eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's

Mr. Neil Pedersen
July 1, 1986
Page Two

SCH/MD860514-0369

645

regulations (36 CFR Part 800) require that the Advisory Council be given the opportunity to comment when a federal undertaking will affect resources listed in or eligible for the National Register. In accordance with a 1981 suspension of Section 800.4 of the Advisory Council regulations, the time in which a "determination of effect" is made can be decreased, if the federal agency and the State Historic Preservation Officer concur that resources are eligible for listing on the National Register. It is recommended that the federal agency or State agency or local government to which compliance responsibility is delegated prepare and submit the requisite documentation to the Keeper of the National Register for a formal "determination of eligibility" within one year from the date the State Historic Preservation Officer and the federal agency concurred that resources are eligible for listing. If the federal agency does not agree with the opinion of the State Historic Preservation Officer, a "determination of eligibility" must be requested from the National Register before proceeding. For more information about the requirements of Section 106 and the Council's regulations, the applicant should contact the State Historic Preservation Officer. The Trust indicated that MHT is working closely with the State Highway Administration to complete the Section 106 requirements.

Department of Education noted that there appears to be no direct impact on any of the five school sites within the study area: Waterloo Middle, Harman Elementary, Severn Elementary, Quarterfield Elementary and North Arundel Voc. Tech. Alternate No. 3 does propose the closing of Harmans Road. The impact of this road closing should be studied with regard to any increases in traffic on nearby roads. In particular, the potential impact on Ridge Chapel Road which provides access to Harman Elementary School should be studied. 2

Department of Natural Resources advised that correspondence (copies attached) dated June 27th and June 12th were forwarded to the applicant, summarizing the Department's comments. The Department noted that sediment and erosion control measures and stormwater management will require review and approval by the Administration. Also, any wetland impacts will require mitigation. A survey should be made of the location to determine whether any rare plants are present. The Department also had comments relating to irrigation, water supply, air quality and circulation and access to the Buckingham State Nursery. Further environmental analysis and discussions are requested. 3

Department of State Planning noted (copy attached) that the reference subject was reviewed and in general the Department has no objection to the proposed construction. However, the Department feels that the building alternatives could adversely affect parkland, wetland, streams, the Patuxent River Primary Management Area and other environmentally sensitive locations. It is suggested that the Patuxent River Policy Plan be used to guide construction decisions within the Patuxent Primary Management Areas. Since there appears to be a considerable number of environmental concerns, further environmental analysis should be conducted and reviewed prior to any decision on an alternative route. 4

Regional Planning Council noted (copy attached) that the subject is consistent with regional plans and programs. The Office of Planning and Zoning has been coordinating with the State Highway Administration on this study and is preparing written comments for the record, in addition to previous correspondence. This subject is being reviewed concurrently by the Transportation Steering Committee. 5

Mr. Neil Pedersen
July 1, 1986
Page Three

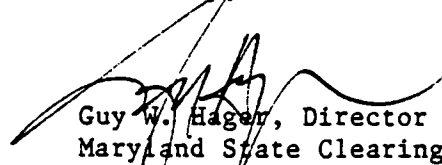
SCH#MD860514-0369

In response to the review request, this letter with attachments constitutes the initial review. The applicant is required to include a copy of this letter with attachments and a statement of consideration given to the comments and recommendation with the application that is submitted to the federal approving authority. A copy of this statement should also be submitted to the State Clearinghouse. Additionally, you are required to place the State Application Identification Number (SAI) on the application for financial assistance.

The Clearinghouse must be informed if the recommendation cannot be accommodated by the federal approving authority. The Clearinghouse recommendation is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the subject within that time period, information should be submitted to the Clearinghouse requesting a review update.

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,



Guy W. Hager, Director
Maryland State Clearinghouse
for Intergovernmental Assistance

GWH:SB:mk

Attachment

- cc: Bruce Gilmore - DNR
- Clyde Pyers - DOT
- Ed Wise - DECD
- Max Eisenberg - OEP
- Daryl Rawlings - RPC
- Louis Stettler - DBFP
- Frank Hall - DPS&CS
- Betsy Barnard - DHMH
- Eric Walbeck - DGS
- Skipp Sanders - DOE
- William Smith - DSP
- Emory Harrison - DSP

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Regional Planning Council

2225 North Charles Street Baltimore, Maryland 21218-5767
J. Hugh Nichols, *Chairman* Alfred P. Gwynn, *Executive Director*

DEPT. OF STATE PLANNING

(301) 383-5838

JUN 27 1986

SEARCHED	SERIALIZED	INDEXED	FILED

June 20, 1986

Mr. Guy W. Hager, Director
Maryland State Clearinghouse
for Intergovernmental Assistance
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Re: Metropolitan Clearinghouse
Review and Referral Memorandum,
Project: 0369-86094
Draft EIS/Sec. 4(f) Evaluation

State Clearinghouse #: 860514-0369

Dear Mr. Hager:

The attached review and referral memorandum is certification that the above referenced project has undergone review and comment by the Regional Planning Council and a recommended action has been determined based on the Council's findings.

Comments on this project were requested from: Anne Arundel County.

We appreciate your attention to Metropolitan Clearinghouse procedures. If you have any questions, please contact us at 383-7110.

Sincerely,

Daryl L. Rawlings, Coordinator
Metropolitan Clearinghouse

Attachment

648

REGIONAL PLANNING COUNCIL
2225 North Charles Street
Baltimore, Maryland 21218

RPC Meeting: June 20, 1986

ANNE ARUNDEL COUNTY

Project: 0369-86094 Draft EIS/Sec. 4(f) Evaluation. MDOT-SHA have submitted an EIS for MD Rt. 100 Extended under Sec. 4(f) Evaluation for Anne Arundel County. The purpose is to study proposed alternates for the construction of MD 100 from I-95 in Howard County to MD Rt. 3/I-97 in Anne Arundel County. It also includes improvements to existing highways in the area involved.

Referral Source: Department of State Planning

COMMENTS

This project is consistent with regional plans, programs, and policies.

The Office of Planning and Zoning has been coordinating with the State Highway Administration on this study and is preparing written comments for the record, in addition to previous correspondence.

This project is being reviewed concurrently by the Transportation Steering Committee.

Recommendation: Endorsement is recommended.

I HEREBY CERTIFY that at its 258th meeting, which was held on June 20, 1986, the Regional Planning Council concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

6/20/86
DATE

Alfred P. Gwynn
Alfred P. Gwynn
Executive Director

649

FROM: Ms. Jackie McMillan
Office of Planning
and Zoning
Arundel Center
Annapolis, Maryland 21401

DATE: May 20, 1986
RPC MEETING: June 20, 1986

Joint RPC/CMHSA Review Cycle
(up to 60 days)

RE: REFERRAL COORDINATOR REVIEW SUMMARY

Project: Draft EIS/Sec. 4(f) Evaluation

R & R File Number: 0369-86094

Comments should be return by: 6/10/86

This project has been forwarded to the following local departments or agencies (check appropriate blanks and attach comments from the reviewing agencies):

Planning
 Environmental Protection
 Others (Specify) _____
 Public Works
 Human Relations

JURISDICTION'S COMMENTS

Check One

- This jurisdiction has no comments on this proposal.
 This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals, and objectives.
 This project raises problems concerning compatibility with local plans, or intergovernmental, environmental, or civil rights issues, and a meeting with the applicant is requested.
 This project raises problems concerning compatibility with local plans, or intergovernmental, environmental, or civil rights issues; however, a meeting with the applicant is not requested.
 This project is generally consistent with local plans, but qualifying comments are necessary (attach comments).

RETURN TO:

Coordinator, Metropolitan Clearinghouse
Regional Planning Council
2225 North Charles Street
Baltimore, Maryland 21218

Signature: Jackie McMillan
Title: COORDINATOR
Agency: PLANNING & ZONING
Date: 6/16/86

TO: Ms, Jackie McMillan
Office of Planning and
Zoning
Arundel Center
Annapolis, Maryland 21401

Date: May 20, 1986

RE: PROJECT REVIEW FORM

Project: Draft EIS/Sec. 4(f) Evaluation

R & R File Number: 0369-86094

Comments should be returned by: 6/10/86

Check One

This agency has no comments on this proposal.

This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals, and objectives.

This project raises issues concerning compatibility with local plans or intergovernmental problems, and a meeting with the applicant is requested. (Explain below.)

This project raises issues concerning compatibility with local plans or intergovernmental problems; however, a meeting with the applicant is not requested. (Explain below.)

This project is generally consistent with local plans, but qualifying comments are necessary. (Explain below.)

Comments This Office has been coordinating with the State Highway Administration on this study and is preparing written comments for the record, in addition to previous correspondence.

RETURN TO LOCAL REFERRAL COORDINATOR
NAMED ABOVE

Signature Roland Davis
Title Planner III
Agency Office of Planning & Zoning.

651

REVISED
TR-A-12
11/74

STATE OF MARYLAND
WATER RESOURCES ADMINISTRATION
ANNAPOLIS, MARYLAND 21401

DEPT. OF STATE PLANNING
RECEIVED

June 27, 1986

JUL -1 1986

TO: Sam Baker, State Clearinghouse
301 W. Preston St. RM 1104
Baltimore, Md. 21201

SUBJECT: MD 860514-0369

VIEWED
INDEXED

FROM: Virginia Tauber

Regarding our phone conversation of this morning, I am attached all additional information that I have received on the subject Clearinghouse Project.

Thank You.

652

Date: May 15, 1986

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, MD 21201-2365

DEPT. OF STATE PLANNING
RECEIVED

JUN 12 1986

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Identification Number: MD860514-0369

Applicant: MDOT - State Highway Administration

Description: Draft EIS/Section 4(f) Evaluation - Md. Rte. 100 from
I-95 to I-97, AA682-101-570

SEARCHED		
INDEXED		

Responses must be returned to the State Clearinghouse on or before June 20, 1986

Based on a review of the notification information provided, we have determined that:

Check One:

- 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:
 - It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.
 - It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).
- 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.
- 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .
- 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .
- 5) It does not require our comments.

COMMENTS: PLEASE SEE ATTACHED COMMENTS

(Additional comments may be placed on the back or on separate sheets of paper)

Signature: Askew Skipp Sanders

Name: Dr. Askew Skipp Sanders

VI-331 Organization: MD STATE DEPT. OF EDUCATION

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MARYLAND STATE DEPARTMENT OF EDUCATION
200 WEST BALTIMORE STREET
BALTIMORE, MARYLAND 21201
(301) 659-2534

DATE June 6, 1986

TO: Skipp Sanders

FROM: Al Abend *AK*

SUBJECT: Intergovernmental Review: MD. RTE 100 from I-95 to I-97

Skipp, I have reviewed the above proposal for impact upon public school facilities. There appears to be no direct impact on any of the five school sites within the study area: Waterloo Middle, Harman Elementary, Severn Elementary, Quarterfield Elementary and North Arundel Voc. Tech. Alternate No. 3 does propose the closing of Harmans Road. The impact of this road closing should be studied with regard to any increases in traffic on nearby roads. In particular, the potential impact on Ridge Chapel Road which provides access to Harman Elementary School should be studied.

ACA/lpj

cc: Yale Stenzler

654

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY



JAMES W. PECK
DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

June 27, 1986

MEMORANDUM

TO: Virginia Tauber
Clearinghouse Coordinator

FROM: Wanda Adams WDA
EIS Comments Coordinator

SUBJ: MDOT - State Highway Administration
MD 86051400369

Please find attached copies of comments sent directly to SHA regarding the DEIS for MD 100 from I-95 to I-97, WRA No. 71-PP-0004, SHA No. AA-682-101-570.

WDA:das

Attachment

655
JAMES REC

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY



STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

June 27, 1986

Mr. Louis H. Ege, Jr.
Project Development Division
State Highway Administration
Room 310
707 N. Calvert Street
Baltimore, MD 21202

Re: WRA File No. 71-PP-0004
SHA No. AA-682-101-570
MD 100 from I-95 to I-97
DEIS/Section 4(f) Evaluation

Dear Mr. Ege:

The above referenced project was circulated throughout the Administration and to other Agencies within the Department of Natural Resources for review and comments. The following represents a summary of comments provided by the Divisions within the Water Resources Administration. Comments provided by the Maryland Forest, Park and Wildlife Service were forwarded directly to Mr. Hal Kassoff.

As stated within the document, sediment and erosion control measures, as well as stormwater management for the project, will be subject to review and approval by the Administration in accordance with Sections 8-1105 and 8-11A-05, respectively, of the Natural Resources Article, Annotated Code of Maryland.

In accordance with Section 8-803 of the Natural Resources Article, Waterway Construction Permits will be required, as discussed in the document, for any project activities which will alter the course, current, or cross-section of Deep Run, Piney Run, Sawmill Creek or Stony Run. Any wetlands impacts will require mitigation.

No mention was made as to whether a field survey for aquatic species was performed; such a survey should be performed. In addition, documentation that streams in "the study corridor are not known to serve as spawning areas because of obstructions and other factors" should be provided (see Page III-40).

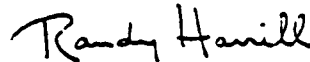
Mr. Louis H. Ege, Jr.
June 27, 1986
Page Two

As two Maryland State rare plants, Helonias bullata and Carex barrattii, could occur within the project area if appropriate habitat is present and as both species are "candidates" for listing as threatened or endangered by the U. S. Fish and Wildlife Service (Section V), a survey should be made of the project area to determine whether they are present.

Since the subject document was not of sufficient detail to render a decision on the alternate which would have the least impact, the Sediment and Stormwater Division has recommended Alternate 2B be selected. Either of Alternate 2 would involve the least soil disturbance. Option 2B involves slightly less wetlands as well as soil of poor quality. Alternate 4 involves more streams and more terrain and, therefore, has greater potential for soil problems than the other ones. Alternate 3B would be the most objectional due to the size of the area and large amount of wetlands involved. The Administration recommends the selection of the alternate to have the least impact on the stream channels, floodplains and environment. Furthermore, the Flood Management Division of this Administration will have a new hydrologic and hydraulic analyses available in the near future for Dorsey Run.

Finally, further elaboration should be made as to whom would be responsible for locating and defining the uses of all active wells within the affected area (Page IV-42).

Sincerely,



Randy L. Harrill
Chief, Waterway Permits Division

RLH:WDA:das

cc: Earl Shaver, WRA Sediment & Stormwater Division
Virginia Tauber, Clearinghouse Coordinator



657
Carlo

TORREY C. BROWN, M.D.
SECRETARY

Department of Natural Resources
MARYLAND FOREST, PARK & WILDLIFE SERVICE
Tawes Office Building
Annapolis, Maryland 21401

DONALD E. MACLAUCHLIN
DIRECTOR

June 12, 1986

Mr. Hal Kassoff
Administrator
State Highway Administration
P. O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. ~~Kassoff~~ Kassoff:

I appreciate the excellent cooperation that you and your staff have provided in regards to the extension of Maryland Route 100.

Since you and Assistant Secretary Harrison met in December 1984, our nursery staff has been in contact with your staff regarding the possible location through the Buckingham State Nursery.

To date, the following actions have occurred regarding the nursery.

1. The intersection with Maryland Route 170 has been redesigned to reduce the amount of seedling production space which will be lost.
2. A study has been initiated by the State Highway Administration to determine the environmental impacts upon air and water quality. I would request that the study be completed as soon as possible so that we can have a better understanding of the potential problems facing us in order to react accordingly.
3. Discussions with your design people have continued regarding the bridge to pass over the railroad. We have requested an extension to provide for access as well as for improved air flow. This is still in the discussion phase. I would ask for your support in the redesign.

For the public hearing of June 12, 1986, I would request that the following concerns be entered into the hearing record. These concerns involve both the construction phase and the potential impacts following construction.

VI-336

269-3776

Telephone _____
TTY FOR DEAF STATEWIDE 1-800-492-5062 BALTIMORE 269-2609

Mr. Hal Kassoff
Page two
June 12, 1986

A. Irrigation Water Supply

1. Runoff water from highway containing salt and other chemicals.

The land along the right-of-way and all surrounding land drains into the nursery irrigation system ponds. The preliminary plan indicates that the road surface will also drain in the direction of the irrigation system supply. Salt or any other chemical runoff from the highway will make it unfit for irrigation purposes. Contaminated water cannot be allowed access to the underground supplies since some of the irrigation supply comes from springs.

2. Interference with supply stream that crosses the proposed right-of-way.

Water is supplied to the irrigation ponds by a combination of springs and a stream that flows across the highway right-of-way that is the carrier of surface water as well as water from additional holding ponds on the southwest corner of the nursery. Current and future projected irrigation requirements for the nursery are 90,000 gallons per hour. Under normal conditions, this would require 720,000 gallons of water twice a week during the growing season. Additional water is used during the spring for frost protection. In order that this supply be maintained, the stream flow across the right-of-way must be uninterrupted during the construction phase as well as after the construction is complete.

3. Runoff water during construction permitting chemicals and silt to access the irrigation supply.

The amount of loose soil involved with the proposed construction and fill makes siltation a major concern. Also, chemicals and oils that may be present around a large construction project such as this must be prevented from entering the drainage system.

4. Chemical spills due to highway accidents.

Accidents along any highway are always possible no matter what precautions are taken to prevent them. Any accident involving oil and chemical spills can spell disaster should it get into the water supply system. Some type of safeguard and backup system will have to be provided in case such a spill occurs.

B. Air Quality and Circulation

1. Pollutants from highway traffic.

The volume of traffic this highway will carry and its elevation raise grave concerns about pollutants such as carbon monoxide (CO), nitrogen oxides (NO_x), hydrocarbons, unburned gasoline vapors plus heavy metals

Mr. Hal Kassoff
Page three
June 12, 1986

and other related aerosol/particulate matter. These materials released into the air and caused to settle onto the nursery during major inversions can cause serious damage if not total destruction to many of our crops and/or seed orchards.

- 2. Creation of non-circulating air pockets caused by the proposed construction.

The proposed fill poses a serious problem with air flow in a north, south direction. The railroad grade running along the west side of the nursery and the higher ground near Route 170 already cause a problem with the east, west flow of air. The fill will cause the creation of pockets of still air, increasing frost damage in early spring and providing an opportunity for air pollutants to settle. The proposed bridge will offer some help but will have to extend at least 1200 feet from the railroad to provide protection to the critical area.

- 3. Salt spray from the highway.

Salt spray thrown into the air in the winter by vehicles and snow plows can have an adverse impact on seed orchards and production area next to the highway. The highway will go right by two major seed orchards on one side and part of the seedling production area on the other. The elevation of the highway only magnifies the distance from the roadway this spray can carry with the air currents.

C. Access to Southern Part of the Nursery

- 1. Access and security during and after construction.

The highway will cut the property in half. It is imperative that access be provided across the right-of-way during construction as well as after the highway is operational. The location of the access is critical because of the large aerial platform used to work in the seed orchards. The highway location will eliminate the existing east, west access from the western boundary along the railroad to the seed orchards. Due to the security requirement of the nursery, the right-of-way will have to be fenced. It will also have to be fenced during construction.

- 2. Access of construction vehicles to construction site.

Access to the construction site by construction vehicles is also a concern. Using existing roads through the nursery will have adverse impact on the operation. Existing roads are light duty and would not take heavy loads.

660

Mr. Hal Kassoff
Page four
June 12, 1986

D. Loss of Property and Productivity

1. Seed orchard preservation.

The construction area lightly impacts the "seed orchards" on the south side of the construction. The damage can be minimized if care is taken with minimal disturbance or one-sided construction techniques.

2. Loss of "Brigham White Pine" seed orchard.

The proposed R-O-W and fill proposed would eliminate the "Brigham White Pine" seed orchard. This two-acre orchard produces now, from 400 to 500 pounds of seed worth about \$40,000 a year for improved seed on the open market. It would take us about 30 years to develop another orchard of present capacity for this strain of white pine. Extension of the bridge and minimal impact techniques could save about half of the existing orchard.

3. Loss of approximately 15 acres in addition to the white pine orchard.

The R-O-W proposal will consume approximately 17 acres. The area presently is occupied by the Brigham seed orchard and our mulching area. Production expansion is planned for this area. We must maintain the area capable of seedling production. We are very limited in the amount of adjacent land that could be acquired due to permanent improvements that surround the property on all sides.

E. Maintain constant coordination during the design phase to assure satisfactory accomplishment of the criteria.

Constant negotiations will be required at every step of the planning process to resolve such issues as bridge length, access, contain runoff to protect water supply, airborne pollutants and one-sided construction methods.

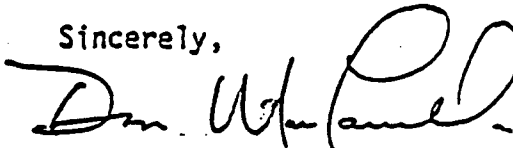
In summary, there are many potential problems outlined which would severely hinder plant production at the nursery. The nursery serves as the only source of seedlings, wildlife plants and shade trees for our state forestry program. Both public and private ownerships depend upon the nursery for planting materials. Unless the impacts and problems are addressed in a satisfactory manner, production at the nursery will be seriously reduced or eliminated. Should this occur, the only alternative is to relocate the nursery, at a cost which could exceed eight (8) million dollars.

661

Mr. Hal Kassoff
Page five
June 12, 1986

We look forward to hearing from you on further updates and to a continuing cooperative working relationship.

Sincerely,



Donald E. MacLauchlan
Director

DEM/JBR/1s

6/27

M E M O R A N D U M

TO: Guy Hager

THROUGH: Bill Smith *HS*

FROM: Harvey Gold *HG*

SUBJECT: Draft EIS Section 4f Evaluation

DATE: June 27, 1986

The comprehensive section has reviewed this proposal and in general has no objection to the roadway. We do however, feel that the build alternatives could adversely affect parkland, wetland, streams, the Patuxent River Primary Management area and other environmentally sensitive areas. (Specific comments are enclosed) Secretary Lieder has also received a letter (copy enclosed) from the Liberty Tree Project expressing concern about the affect of the proposed highway on Buckingham State Tree Nursery.

Since there is a considerable number of environmental concerns about this project, the State Highway Administration should consider a meeting with this *Department* (or any other State agency that has expressed concern) before a decision on the alternative is made on July 7, 1986.

It is also suggested that a member of this Department attend the quarterly review meetings for this project.

HG:WMS:alg

603

June 27, 1986

Harvey Gold

A-95 Comment

Draft EIS section 4f Evaluation

MD Rte 100 From I-95 - I-97

Portions of this project are in the Patuxent River Primary Management area and are subject to the Patuxent River Policy Plan adopted by the General Assembly in 1984. The Policy Plan is a component of the States' comprehensive program to restore the Patuxent River. It addresses such problems as non source pollution, water quality, aquatic resources and growth through The Primary Management Handbook.

All of the build alternatives proposed would adversely affect the streams (Piney Run, Stoney Run, Deep Creek and Sawmill Creek) floodplains and wetlands in the Primary Management area.

It is felt that these facts should be considered in the alternative selection and that if a build alternative is selected, the Primary Management Area Handbook should be used as a guideline to help mitigate the effect of the highway on these.

It is also suggested that a representative of this Department be included at the quarterly interagency review sessions for this project.

HG:alg

264

June 18, 1986

Harvey,

I've reviewed the draft E.I.S. for Maryland 100 and offer the following general comments:

- The most significant issue from the SCORP prospective is the impact on State-owned recreation and open space lands, especially Patapsco State Park (Alternate 4). Buckingham Nursery is impacted by Alternate 3. I would recommend against Alternate 4 due to its impact on the State Park. DNR is dealing with MDOT on this issue.
- Friendship Park is heavily impacted by Alternates 2B and 3B, and to a lesser extent by Alternate 2A and 4.
- All alternates involve stream crossings, wetland destruction, and destruction of prime farmland and woodland. From a review of the "Summary of Impacts" on page vii in the EIS, all of the alternates are in conflict with policies/recommendations in the Maryland Recreation and Open Space Plan in one form or another. Actions proposed in the EIS which are inconsistent with the State Recreation and Open Space are:
 - the destruction of wetlands - all alternates
 - destruction of prime farmland/forest land - all alternates
 - impact State recreation/open space land - alternates 3 & 4
 - impact local parkland - alternates 2A, 2B, 3B, 4
 - impact historical sites - alternate 3B
 - impact archaeological sites - all alternates

Pat Pudelkewicz

665

June 18, 1986

Harvey,

Given the short amount of time available, I have only general comments:

1. East-West traffic in N. AA. Co. is heavy/facilities need improvement.
2. All alternates involve potential environ. impacts resulting from streams xings, infringement on forest/park areas, etc.
3. Most significant issue to State vis-s-vis environment appears to involve intrusion into State-owned lands; DNR is involved to deal with these issues; Roland's group can look at, also.
4. I have no preference re alternative #3 affects Buchingham Nursery, #4 affects Patapsco Park; all others affect Sawmill Creek Park. If other considerations are o.k., perhaps, go with alt. that traverses Sawmill Park only at the southern end (to minimize impact); avoid Patapsco.

Larry D.

666

HARMANS

Propose
Bridge

Buckingham Forest
Tree Nursery

Koppers

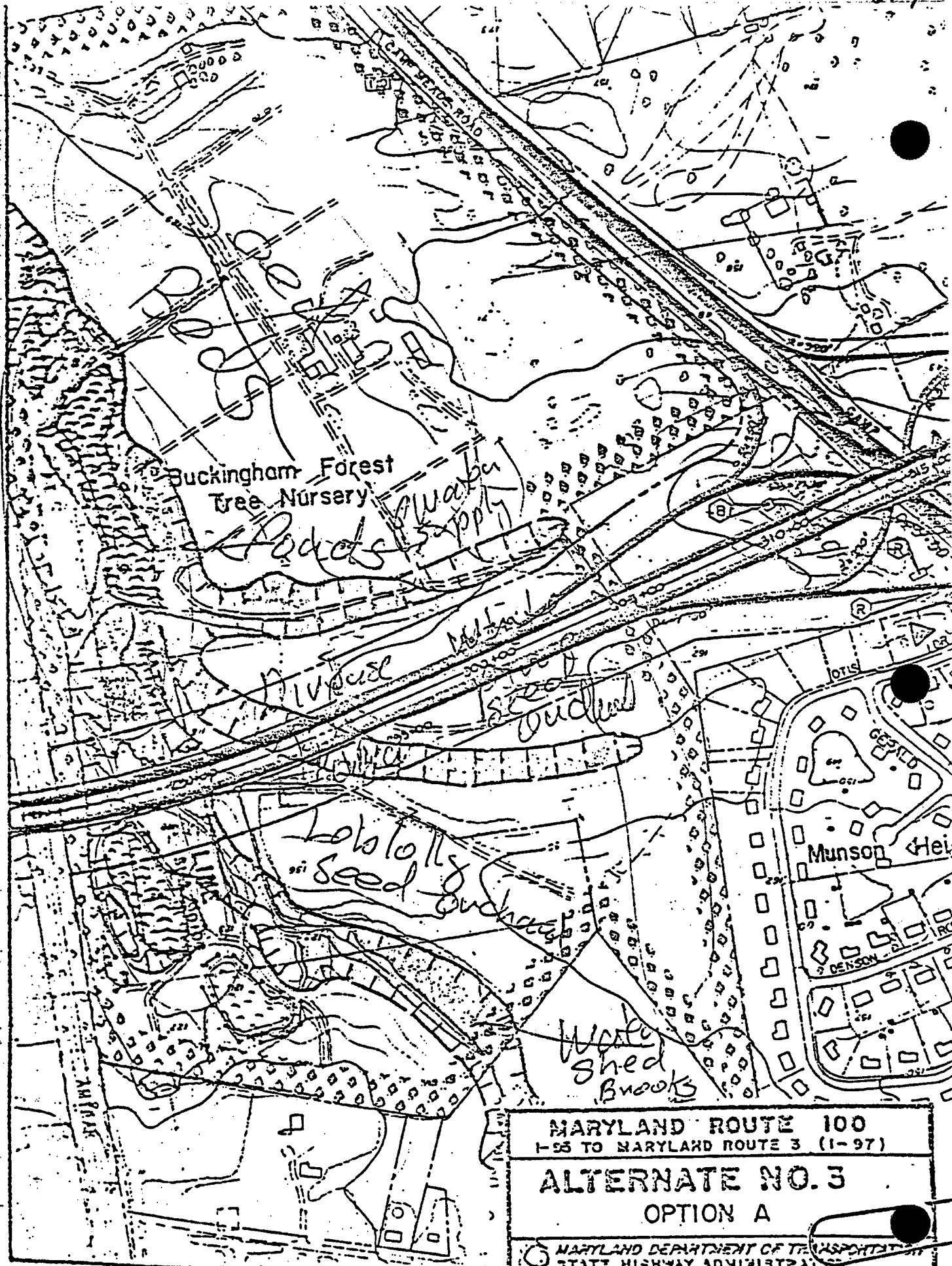
Proposed
A11

MARYLAND ROUTE 100
1-25 TO MARYLAND ROUTE 3 (1-97)

ALTERNATE NO. 3

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SCALE: 1" = 400' DATE: MAY, 1936 FIGURE: II-



MARYLAND ROUTE 100
 I-28 TO MARYLAND ROUTE 3 (I-97)
ALTERNATE NO. 3
 OPTION A
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

II-36

SCALE: 1" = 400' DATE: MAY, 1936 FIGURE: II-17

VI-346

MARYLAND ROUTE 100 PUBLIC MEETING

June 12, 1986

The Maryland Department of Agriculture has an interest and a responsibility to promote the retention, conservation and preservation of productive agricultural and forest land. The Governor's Executive Order on Policies to Guide State Actions for the Physical and Economic Development of Maryland requires State agencies to "...conduct State projects, programs and investments such as highways....to minimize the conversion of productive agricultural and forest land..." Further on, however, the Executive Order also calls for "the efficient provision of transportation services."

This project clearly requires a decision which balances the public's need for improved transportation, for retention of natural resources and agricultural land and for environmental protection. We would expect that with whichever route is selected, the impact on farmland and on natural resources areas such as the State's only tree nursery, for example, would be minimized to any possible extent such that their productive capacity and environmental quality would be maintained.

SUMMARY OF IMPACTS

TABLE S-1

669

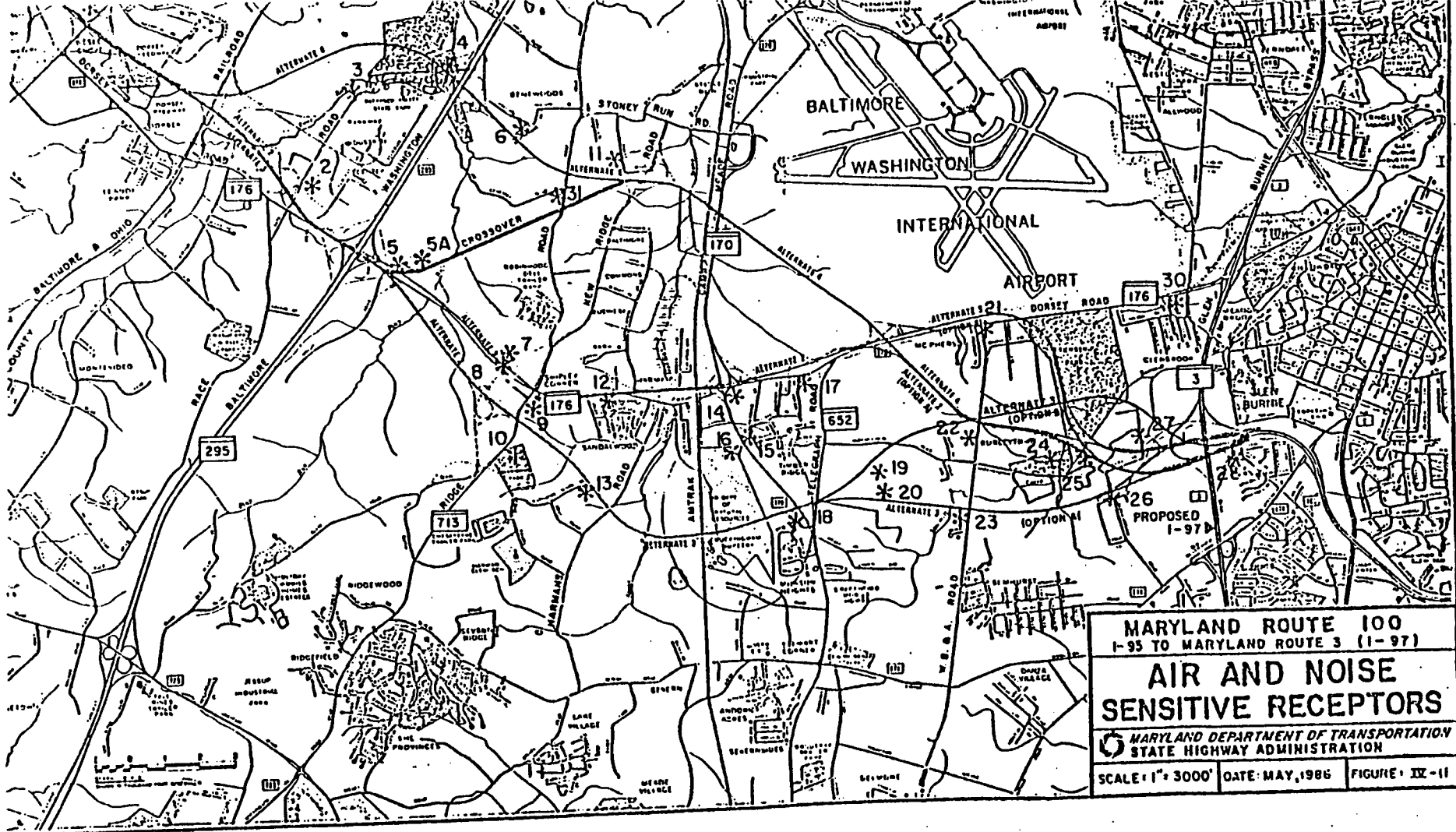
	ALTERNATES						
	NO-BUILD	2A	2B	3A	3B	4	3 CROSS OVER 4
SOCIO-ECONOMIC IMPACTS							
RESIDENTIAL DISPLACEMENTS	0	38	39	42*	32*	29	37
MINORITY RESIDENTIAL DISPLACEMENTS	0	20	21	21	11	11	18
BUSINESS DISPLACEMENTS	0	12	12	8	7	7	7
ACCESS TO COMMUNITY FACILITIES MODIFIED	NO	YES	YES	YES	YES	YES	YES
PARKLAND AFFECTED - ACRES	0	4.1	32.7	0	14.2	21.6	4.1
HISTORIC SITES AFFECTED	0	0	0	0	1	0	0
ARCHEOLOGICAL SITES AFFECTED	0	2	2	3	3	0	1
CONSISTENT WITH DEVELOPMENT PLANS	NO	NO	NO	YES	YES	NO	NO
NATURAL ENVIRONMENT IMPACTS							
PRIME FARMLAND SOILS - ACRES	0	.66	.66	7.62	7.62	9.18	0
ACTIVE AGRICULTURAL LAND - ACRES	0	16.8	12.3	54.4	43.5	16.8	16.8
STREAM REALIGNMENT - LINEAR FEET	0	0	0	0	0	0	0
NEW STREAM CROSSINGS	0	4	4	6	7	3	5
WETLANDS - ACRES	0	9.00	2.12	7.10	15.19	11.60	9.13
FLOODPLAIN - ACRES	0	17.18	17.24	33.32	34.16	8.77	25.70
WOODLAND - ACRES	0	47.61	39.71	59.47	61.35	41.68	54.25
OLD FIELD - ACRES	0	58.97	46.82	80.65	76.37	68.07	96.92
THREATENED OR ENDANGERED SPECIES	0	0	0	0	0	0	0
AIR QUALITY IMPACTS +	0	0	0	0	0	0	0
NOISE LEVEL IMPACTS ++	5	5	5	11	10	8	7
COSTS (x \$1,000,000)							
RIGHT OF WAY	0	12.1	16.1	23.4	22.8	18.2	18.0
RELOCATION	0	0.5	1.3	1.3	1.0	0.8	1.0
CONSTRUCTION	0	101.6	103.8	119.1	130.1	105.8	119.1
TOTAL	0	114.2	121.2	143.8	153.9	124.8	138

* .. REPRESENTS WORSE CASE COMBINATION OF INTERCHANGE OPTIONS

+ .. SITES EXCEEDING S/NAAGS

++ NSA'S EXCEEDING FEDERAL NOISE ABATEMENT CRITERIA OR NSA INCREASE

670



VI-349

RESPONSES TO COMMENTS FROM
MARYLAND STATE CLEARING HOUSE

1. The State Highway Administration will continue coordination with the State Historic Preservation Officer to minimize impacts of the project on archeological and historical resources.
2. Under the selected alternate, Alternate 3B (Modified) Harmans Road will bridge over MD Route 100 and, therefore, no significant increase in traffic is expected on Ridge Chapel Road.
3. The State Highway Administration will continue coordination with the Maryland Department of Natural Resources to minimize impacts on the natural environment. Detailed sediment and erosion control measures and stormwater management plans will be developed during final design and will be reviewed by the Water Resources Administration. All improvements involving wetland encroachment will require a Section 404 Permit from the U.S. Army Corps of Engineers. A detailed study of the impacts of the project on the Buckingham Forest Tree Nursery is available for review at the State Highway Administration Library, 707 North Calvert Street, Baltimore, Maryland and at all State Depository Libraries.
4. The State Highway Administration will continue coordination with the appropriate agencies to minimize impacts on the natural environment. All streams and drainage basins affected by the project drain into the Patapsco River.
5. See responses to letters from the Office of Planning and Zoning of Howard County, the Anne Arundel County Department of Recreation and Parks and the Anne Arundel County Department of Public Works.

672



Maryland Historical Trust

PROJECT
DEVELOPMENT
DIVISION
MAY 19 4 34 PM '86

May 12, 1986

Ms. Cynthia Simpson, Manager
Environmental Management
MDOT-SHA
707 North Calvert Street
P. O. Box 717
Baltimore, Maryland 21203-0717

RE: Contract No. AA 682-101-571
Maryland Route 100
from Maryland Route 3 (I-97)
to Interstate Route 95
F.A.P. No. RF 162-1
P.D.M.S. No. 022007

Dear Mr. Simpson:

Our office has reviewed your letter of December 20, 1985, and plans for this project. After site visits we have made the following determinations of effect:

- A. for Alternate 2
 - 1. Smith Farm - no effect
 - 2. Shipley House - no adverse effect
- B. for Alternate 3
 - 1. Smith Farm - no adverse effect provided that an adequate landscaping is reviewed by our office and then implemented. If there is disagreement regarding landscaping, the matter must be referred to the Advisory Council for resolution pursuant to 36 CFR 800.6(b).
 - 2. Shipley House
 - a. Alternate 3 as shown on the MD Rt. 713 option plan sheet - adverse effect
 - b. interchange option as shown on Plan Sheet 2 - adverse

In addition, we agree with SHA that Calvary Chapel, 7300 Ridge

VI-351

673

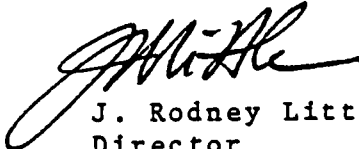
Ms. Cynthia Simpson, Manager
May 12, 1986
Page 2

Road, is not eligible for the National Register.

We have also reviewed your letter of May 1, 1986, and the maps showing Alternate 3 Option B. This alignment would have an adverse effect on the Smith Farm.

Please call George Andreve if you have any questions or comments.

Sincerely,



J. Rodney Little
Director
State Historic
Preservation Officer

JRL/GJA/mmc

CC: Eleni Silverman
Rita Suffness
Ms. Lina Collins

674



Maryland Historical Trust

July 3, 1986

PROJECT
DEVELOPMENT
DIVISION
JUL 10 9 05 AM '86

Mr. Louis H. Ege, Jr.
Deputy Director
State Highway Administration
Maryland Department of Transportation
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AA 682-101-570
MD Rt. 100 from MD Rt. 3
(I-97) to I-95
P.D.M.S. No. 022007
Anne Arundel and Howard Counties
State Clearinghouse #MD860514-0369

Dear Mr. Ege:

We have received your letter of 26 June 1986 regarding the archeological concerns for the above-referenced project, and we have examined the draft EIS for the project.

We understand that an additional Phase I archeological reconnaissance survey of the expanded project area was conducted during 1985-86. According to Table IV-II in the DEIS (pg IV-78), the 1985-86 survey identified 17 new archeological sites and re-examined six previously recorded sites in the study area. We have not, however, received any detailed information concerning the survey results, specifically: site descriptions and exact locations, explanation of testing methodology and results, and documented assessments of the sites' significance. Therefore, we are unable to accurately evaluate the project's effects on archeological resources or to determine the need for further work. To allow us to complete our evaluations of the identified sites, we requested that you provide us with a copy of the project survey report or a detailed executive summary which includes this information. Upon receipt of this information we will promptly complete our review. Thank you for your assistance.

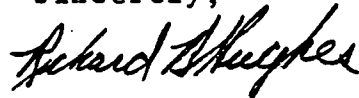
VI-353

675

Mr. Louis H. Ege, Jr.
July 3, 1986
Page 2

If you have any questions, please contact Ms. Beth Brown
of our staff at (301) 269-2438.

Sincerely,



Richard B. Hughes
State Administrator
of Archeology

RBH/BCB/mmc

CC: Mr. Paul Wettlaufer
Mr. Sam Baker
Mr. Tyler Bastian
Mr. George Andreve
Ms. Donna Ware

676



Maryland Historical Trust

July 21, 1986

Ms. Cynthia Simpson
Manager, Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. AA 682-101-570
AA 682-101-571
Md. Rt. 100 from Md. Rt. 3 (I-97)
P.D.M.S. No. 02207

Dear Ms. Simpson:

Our office has reviewed SHA's letters and proposed alternates for Maryland Route 100. After visiting the sites, we have made the following determinations of effect:

1. For Alternate 2 (Plan Sheet 2), we agree that there will be no adverse effect on the Shipley House.
2. For Alternate 3:
 - a. We agree with SHA that there will be no adverse effect on the Smith Farm conditioned on the utilization of a landscaping plan, subject to our review and comment. This alignment was shown on Plan Sheets 3 and 4.
 - b. Shipley House-adverse effect for alignments shown on the Md. Rt. 713 option plan sheet and Plan Sheet 2.
3. For Alternate 3, Option B-adverse effect on the Smith Farm.

VI-355

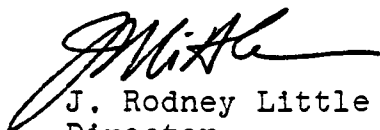
677

Ms. Cynthia Simpson
July 21, 1986
Page 2

In addition, we agree with SHA that Calvery Chapel (formerly St. Marks Church) at 7300 Ridge Road would not be eligible for the National Register.

Please call George Andreve if you have any questions or comments.

Sincerely,



J. Rodney Little
Director
State Historic
Preservation Officer

JRL/GJA/mmc

CC: Ms. Linda Collins
Harrison B. Wetherill, Jr.

678



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

June 26, 1986

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director,
Project Development Division (Room 310)

FROM: Walter Owens, Jr.
Deputy Chief,
Equal Opportunity Section

SUBJECT: Draft Environmental Impact Statement
Contract Number: AA 682-101-570
Maryland Route 100

PROJECT
DEVELOPMENT
DIVISION
Jun 27 1 56 PM '86

The subject document has been reviewed and found to be in compliance with Title VI of the Civil Rights Act of 1964.

Should you have any questions, please contact me on extension 1513.

Walter Owens, Jr.

WOJ:dao

VI-357

My telephone number is x1513

679

THOMAS G. HARRIS, JR.
DIRECTOR
992-2350

DEAF TELETYPE NUMBER
992-2323



DIVISION OF LAND DEVELOPMENT
AND ZONING ADMINISTRATIVE
JOHN W. MUSSELMAN, CHIEF
992-2352

DIVISION OF COMPREHENSIVE AND
TRANSPORTATION PLANNING
AMAR S. BANDEL CHIEF
992-2357

OFFICE OF PLANNING & ZONING OF HOWARD COUNTY

GEORGE HOWARD BUILDING
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043-4589

July 7, 1986

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P. O. Box 717/707 North Calvert St.
Baltimore, Maryland 21203-0717

RECEIVED
JUL 9 1986
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING
DEPARTMENT OF
TRANSPORTATION
PROJECT

Re: Maryland 100 Draft Environmental
Impact Statement, I-95 to Maryland Route 3
Combined Location/Design Public Hearing
on June 12, 1986

Dear Mr. Pedersen:

Enclosed are the coordinated comments and recommendations of this office and the Department of Public Works concerning the above mentioned project. Please note that these comments address only those portions of the project area which are within, adjacent to, or of direct impact on Howard County.

The comments from this office are by letter of June 30, 1986, from Carl Balsler, and the comments from the Department of Public Works are by letter of June 20, 1986, from Elizabeth A. Calia.

If you have any questions concerning the enclosed comments and/or recommendations, please call me at your convenience.

Sincerely yours,

Thomas G. Harris, Jr.
Director

TGH, JR.:st
Encls.

cc: George F. Neimeyer
William A. Riley
Amar S. Bandel
File: 10.224

THOMAS G. HARRIS, JR.
DIRECTOR
992-2350

DEAF TELETYPE NUMBER
992-2323



DIVISION OF LAND DEVELOPMENT
AND ZONING ADMINISTRATION
JOHN W. MUSSELMAN, CHIEF
992-2352

DIVISION OF COMPREHENSIVE AND
TRANSPORTATION PLANNING
AMAR S. BANDEL CHIEF
992-2357

OFFICE OF PLANNING & ZONING OF HOWARD COUNTY
GEORGE HOWARD BUILDING
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043-4589

June 30, 1986

MEMORANDUM

TO: AMAR S. BANDEL, Chief
Division of Comprehensive & Transportation Planning

FROM: CARL BALSER, Transportation Planner
Transportation Planning Section

RE: MD 100 DRAFT ENVIRONMENTAL IMPACT STATEMENT

The following represent coordinated staff comments of this office and the Howard County Department of Public Works (reference Attachment A) regarding the Draft EIS for the proposed extension of MD 100 from I-95 in Howard County to MD 3 (I-97) in Anne Arundel County. These comments primarily address those portions of the proposed roadway which lie within or immediately adjacent to Howard County.

- o Under all alternatives, the bridge over the B & O Railroad tracks and O'Connor Road should accommodate the potential expansion of O'Connor Road to a Major Collector (60' to 80' R.O.W.) as shown on the 1982 Howard County General Plan. 1
- o Alternate No. 3 and the Crossover Alternate from No. 3 to No. 4 provide the most efficient access to nearby areas of Howard County including Dorsey, Lennox Park, Elkridge, Deep Run and Hanover Park. In particular, by providing a grade separation at Race Road, this alternate will provide the greatest accessibility to the existing industrial area of Hanover Park, as indicated on the General Plan, and the projected Deep Run industrial area, located east of the B & O tracks, west of the County line, north of MD 176 and south of Hanover Road. This office, therefore, endorses either Alternate 3 or the Crossover Alternate. 2
- o Alternate 4 provides the least favorable access to adjacent areas of Howard County. This alternate also requires acquisition of a significant swath of land through Patapsco State Park, a pristine and sensitive wooded and streamside environment of regional significance. Such an alignment can be expected to seriously degrade the aesthetic qualities of this irreplaceable natural resource. 3

Amar S. Bandel
June 30, 1986
Page two

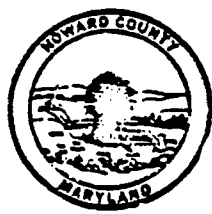
Furthermore, Alternate 4 subdivides the Deep Run area in such a manner as to seriously reduce the accessibility to and development potential of the remaining parcels. This office is, therefore, opposed to Alternate 4.

- o The population and housing data for Howard County appear to be Round II forecasts. A Round III forecast was developed in 1983 and agreed to by RPC and DSP. The correct data should be used for this study. Attachments B and C indicate corrected data for Tables III-1 and III-2 respectively. 4
- o Associated with the U.S. 1/MD 100 interchange is the proposed relocation of access to the Route 100 Business Park approximately 1,100 feet north of the present entrance at Amberton Drive. The proposed relocated access drive, as shown under all alternates, would cross the 100 year floodplain and possibly require relocation of the stream. The potential impacts of this crossing should be more fully explored with the Howard County Department of Public Works. If possible the relocated entrance should be repositioned to avoid the floodplain or to at least minimize any adverse impacts. 5
- o In a related matter a citizen has brought to the attention of this office and the Department of Public Works that the relocated access road as shown would likely pass through one or more of his commercial greenhouses which he alleges are not shown on the alignment maps. SHA should verify the exact location of these buildings relative to the relocated access road and either adjust the alignment to avoid these buildings or indicate the presence of the buildings to be displaced by the interchange improvements. 6
- o SHA should also show the proposed entrance to the Troy Hill Business Park to be located west of U.S. 1 opposite the relocated entrance to the Route 100 Business Park. It appears from recently submitted subdivision plans that the entrance may not be fully compatible with SHA's intersection design or the western service road. This area should be further analyzed. 7
- o Under Alternate No. 2, it is anticipated that the at-grade intersection with MD 100 which ties into Dorsey and Race Roads will be inadequate to accommodate the projected growth of future commuter and industrial (i.e., truck) traffic in this vicinity. This office does not favor Alternate 2. 8
- o Of the two relocation options for MD 176 immediately east of U.S. 1, the option which connects to existing MD 176 closest to U.S. 1 (i.e., the dotted line option depicted on page II-21, et al) will create the least adverse impact to residents in the Lennox Park area. Furthermore, this alignment provides the most direct access to existing and proposed employment sites along MD 176, but does not encourage through trips on MD 103/MD 176. This option is also compatible with Howard County Capital Project J-4070B for the extension of Dorsey Run Road. These offices, therefore, endorse the western or dotted line connection. 9

ATTACHMENT A

GEORGE F. NEIMEYER
DIRECTOR
982-2400

Deaf TDD Number
982-2323



- Bureau of Engineering
William E. Riley, Chief
- Bureau of Environmental Services
James M. Irvin, Chief
- Bureau of Facilities
John Zkrner, Chief
- Bureau of Highways
Granville W. Wehland, Chief
- Bureau of Inspections, Licenses, and Permits
M. Robert Gammill, Chief
- Bureau of Utilities
Robert M. Beringer, Chief

DEPARTMENT of PUBLIC WORKS of HOWARD COUNTY
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043

June 20, 1986

MEMORANDUM

TO: Amar S. Bandel, Chief
Division of Comprehensive
and Transportation Planning

THROUGH: William E. Riley, Chief
Bureau of Engineering

FROM: Elizabeth A. Calia, Chief *E. A. Calia*
Division of Roads, Bridges and Storm Drainage

SUBJECT: MD 100 from I-95 to I-97

In review of the alternates presented at the public hearing on Thursday, June 12, 1986, all alternatives within Howard County are essentially the same. The route location from Anne Arundel County towards the location of the interchange with US 1 is fixed.


Within Howard County, existing MD 176 (Dorsey Road) would be terminated with a cul-de-sac just east of US 1. The SHA is proposing two options of tying Dorsey Road to US 1. Both options call for a new roadway link from Dorsey Road to end opposite the existing intersection of MD 103 (Meadowridge Road) and US 1. Howard County prefers the westernmost option for this link which calls for turning off Dorsey Road near the proposed cul-de-sac and running parallel to US 1 and turning west to be opposite the MD 103/US 1 intersection. This alignment is compatible with Howard County Capital Project J-4070B Dorsey Run Road Extension. Attached is a vicinity map from the completed alignment study showing our new alignment for Dorsey Run Road and the SHA connection to MD 176. We wish that the Dorsey Run Road alignment be shown on the SHA plans. We anticipate that approximately 90 acres industrially zoned acreage will utilize the northern leg of the proposed roadway yielding an ADT of approximately 6,700. We believe this volume will be in excess of that on the SHA connector road and that Dorsey Run Road should be treated as the "through road" with the SHA link connecting perpendicularly.

3-1A11

Amar S. Bandel
June 30, 1986
Page three

- o The future extension of Dorsey Run Road to relocated MD 176 should be shown on schematic drawings for all alternates. 10
- o Since this project encompasses two jurisdictions, all discussions and graphic summaries of impacts (e.g. displacements, acreage required, noise impact zones, etc.) should include a breakdown by jurisdiction. 11

If you have any questions concerning the attached or the above, please contact me at your convenience.


 Carl Balser

CB/mjh

Attachments

cc: William E. Riley
 Elizabeth Calia
 David R. Holden
 Paula O'Connor
 File, TR 2(a)
 2490B

TO: Amar S. Bandel, Chief
Division of Comprehensive
and Transportation Planning

SUBJECT: MD 100 from I-95 to I-97

-2-

In the alternate SHA link option, the relocated roadway skirts the existing floodplain and requires the taking of one house. The total taking is approximately 50% more than Howard County's preferred option. The topography in that area is also much more rolling increasing the overall construction cost. The link road itself would be approximately 50% longer under this option. The community of Lennox Park has expressed a desire that commercial traffic be kept out of the community. The westernmost option keeps commercial traffic as far from this community as possible.

Regarding the relocation of the entrance to Route 100 Industrial Park, the proposed location of the intersection occurs at or very near the slump in US 1 and lies within a 100 year floodplain on both sides of US 1. Much of the western service road lies within the floodplain. The proposed entrance road may also require the taking of one of the existing commercial businesses (greenhouses). We would like the SHA to consider locating the proposed entrance further away from the interchange at the crest of the hill through Lot 6 of the business park. We assume this will again be a signalized intersection and should provide ample sight distance, eliminate taking any business, and remove the intersection from the floodplain. Recently Troy Hill submitted a subdivision for review that locates one of their entrances opposite the proposed entrance to the Route 100 Business Park. This entrance conflicts with and may require some minor redesign of the western service road.

2

This division endorses Alternate 3 with the above in consideration. If there are further questions related to this memorandum, please contact Charles Dammers of this Division or myself.

3

TABLE III-1

REGIONAL POPULATION DATA

	<u>A.A. County</u>	<u>Howard County</u>	<u>Baltimore S.M.S.A.</u>	<u>Maryland</u>
1960	206,634	36,152	1,803,745	3,100,689
1970	298,042	62,394 ✓	2,071,016	3,923,897
1980	370,773	118,570	2,174,023	4,216,446
1985	398,554	141,000 ^{140,100}	2,226,000	4,350,100
1990	435,000	168,000 ^{163,000}	2,296,000	4,535,450
2000	479,000	218,000 ^{189,900}	2,424,000	4,862,900
2005	490,000	240,000 ^{211,700}	-	-

(Source: U.S. Bureau of Census, Maryland Department of State Planning)

TABLE III-2
STUDY AREA POPULATION

A.A. Co.* Census Tract	Population				Households			
	1970	1980	1985	2005	1970	1980	1985	2005
7401.01	2028	13087	15359	18840	760	3973	4894	6686
7401.02	2733	3149	4234	9371	781	1052	1509	3801
7402.01	5162	7293	7162	8069	1413	2396	2474	3117
7402.02	1760	2136	2363	3981	492	666	748	1271
7506	1908	1550	1564	1406	507	525	523	525
7507	1027	904	859	794	291	305	305	315
A.A. Co. Subtotal:	15218	28219	31541	42461	4244	8917	10453	15715

*Howard Co. Census Tract								
6012	-	5122	6158 ⁶⁵⁷³	11,688 ^{12,932}	-	1870	2471 ²¹⁴⁰	5088 ⁵⁰²⁹
STUDY AREA TOTAL:	-	33341	37699	54149	-	10787	12924	20803

381455,393

* refer to Figure III-1

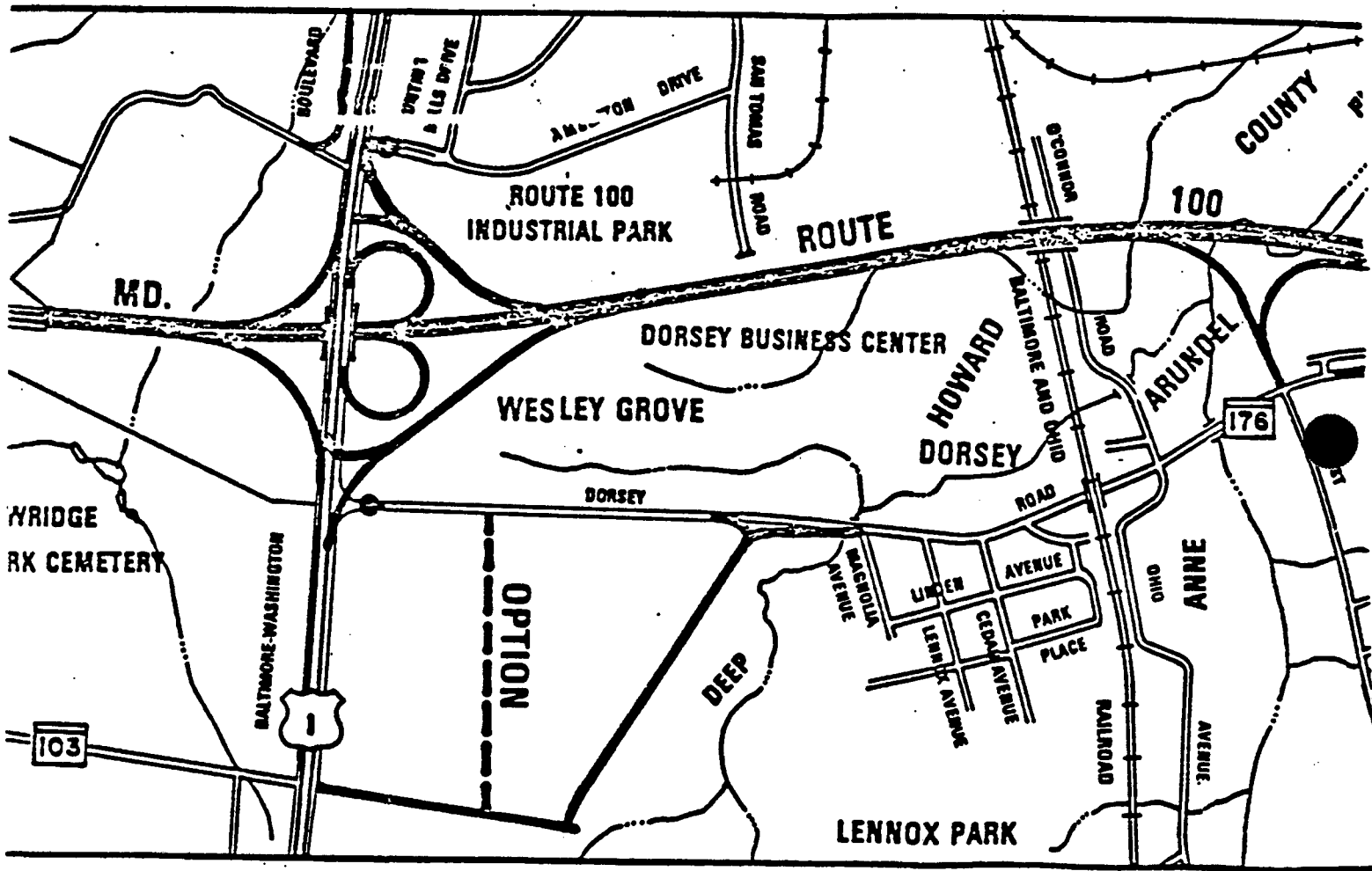
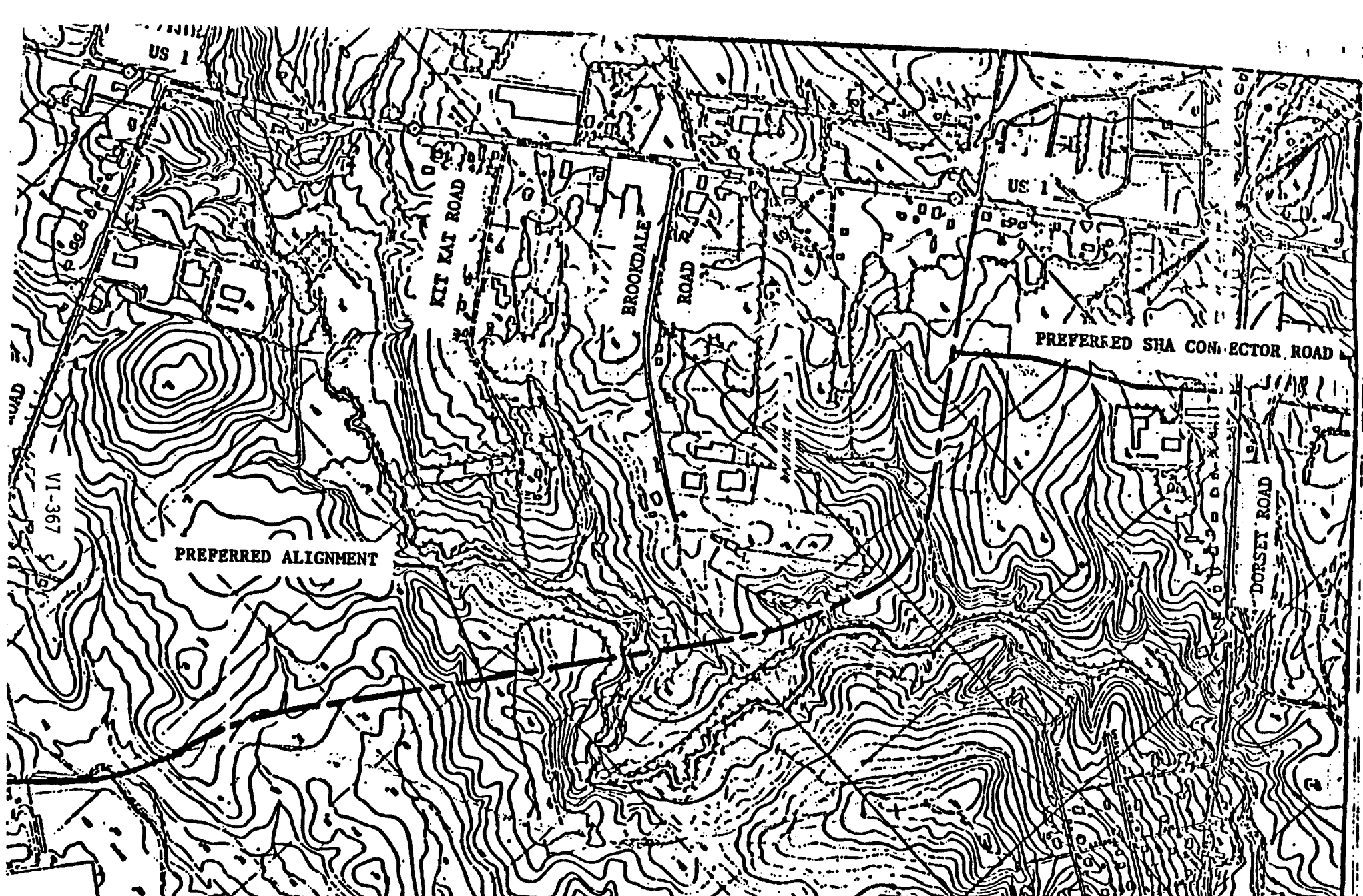


EXHIBIT 2

RESPONSE TO
OFFICE OF PLANNING & ZONING OF HOWARD COUNTY
LETTER DATED JULY 7, 1986

- A. Transportation Planning Section, letter dated June 30, 1986.
 - 1. The bridge over the B&O Railroad tracks will be designed to accommodate the potential expansion of O'Conner Road.
 - 2. and 3. Alternate 3 has been selected in this area.
 - 4. The referenced data has been incorporated.
 - 5. and 6. Under the selected alternate, the relocated entrance to the Route 100 Business park has been located so as to minimize impacts to the greenhouses and a residence which currently exist in the area. Further coordination with the Howard County Department of Public Works will be undertaken to minimize impacts and ensure that the entrance to the proposed Troy Hill Business Park is compatible with the relocated road.
 - 8. Alternate 2 has not been selected.
 - 9. Under the selected alternate, a modification of the 'option' for relocating Dorsey Road at U.S. Route 1 has been chosen (see Figure 11-27).
 - 10. The future extension of Dorsey Run Road is shown on the plan sheets and labeled as 'Proposed County Road by Others'.
 - 11. The impacts are shown per alternate for the entire study area.
- B. Department of Public Works of Howard County, letter dated June 20, 1986.
 - 1. Under the selected alternate, a modification of the 'option' for relocating Dorsey Road at U.S. Route 1 has been chosen. The proposed Dorsey Run Road Extension is shown on the plan sheets and is treated as the through road.
 - 2. See above response A.5.
 - 3. Alternate 3 has been selected in this area.



US 1

US 1

KIT KAT ROAD

BROOKDALE ROAD

ROAD

PREFERRED SHA CONNECTOR ROAD

PREFERRED ALIGNMENT

DORSEY RUN ROAD

SCALE: 1" = 600'

DORSEY RUN ROAD

VICINITY MAP

EXHIBIT 3

689

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ANNE ARUNDEL COUNTY

ANNAPOLIS, MARYLAND 21401

DEPARTMENT OF RECREATION AND PARKS

June 11, 1986

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

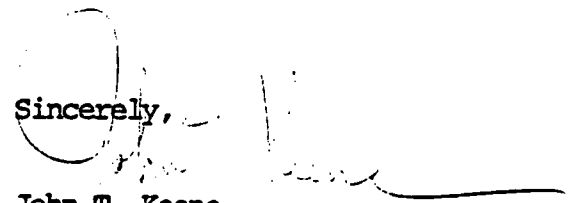
This letter builds upon this department's previous comments on the proposed alignment of Route 100 as it impacts upon Friendship Park, which were sent to you on January 16 and March 17, 1986. After examining the Draft Environmental Impact Statement for Route 100, we were distressed that the recommended alignment 3-B bisects the park, isolating the Sawmill Creek Stream Valley and potential access points to Queenstown Park from Friendship Park users. Should 3-B be the final alignment selected we urge the use of landscaping to mitigate the road's impact on the park as much as possible.

Our principal concern, however, is to maintain the integrity of the bridle trail between Friendship and Queenstown Parks. As mentioned in my March 17 letter, we would like to see a large culvert (8' wide X 10' high- minimum dimensions) adjacent to the Sawmill Creek crossing to accommodate the horsemen in the park. With option 3-B, the actual stream crossing occurs outside the park boundaries, but since the Route 100 right-of-way is directly contiguous to the park property, I believe the trail could still be accommodated.

This structure would maintain this vital trail link for horsemen traveling between WB&A Road and the Andover Equestrian Center north of the airport, and in addition would permit access to the Sawmill Creek Stream Valley for pedestrians and small maintenance vehicles.

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Thank you for your consideration of this request. Please do not hesitate to contact me should you need additional information concerning this proposal.

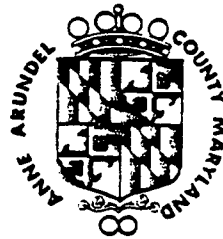
Sincerely,


John T. Keene
Capital Projects Officer

JTK/vif

cc: Joseph J. McCann, Director, Recreation and Parks
William A. Rinehart, Parks Administrator
Roland Davis, Planning and Zoning
Cynthia Young, PATH

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DEPARTMENT OF PUBLIC WORKS
1 HARRY S. TRUMAN PARKWAY
ANNAPOLIS, MARYLAND 21401

PROJECT
DEVELOPMENT
DIVISION
Jul 10 2 37 PM '86

June 30, 1986

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: Draft Environmental Impact Statement for Maryland Route 100 Extension

Dear Mr. Ege:

Our Bureau of Engineering has reviewed the Draft Environmental Impact Statement for Maryland Route 100 and feels there is no question that this project is needed to relieve the existing traffic (which is operating at capacity now) and the expected traffic growth on Dorsey Road due to the development planned for this area.

Dorsey Road, as you know, is the only East-West corridor in the North County area. It is for this reason that the "No Build Option" would not be in Anne Arundel County's best interest, nor would it be in agreement with the General Development Plan for Anne Arundel County (1978) or the Regional Planning Council General Development Plan (1982).

While reviewing the remaining alternate routes proposed for Maryland Route 100, we considered the impact to our County roads, environment, and the citizens. We feel that Alternate 2, which would be an "at grade" boulevard, would still create traffic congestion due to the intersecting roadways.

Alternate 3 would impact the existing local County Roadway System the most. This alternate would call for cul-de-sacs of local roads including Dorsey Road at Wright Road (19 closing with Alt. 3A and 21 with Alt. 3B). By using this alternate, it would also cause a severe impact to the Anne Arundel County Fire Station on Dorsey Road. The closing of Ridge Road would reduce the response time to communities north and south of the

Mr. Louis H. Ege, Jr.

-2-

June 30, 1986

station. A general overview of Alternate 3 shows that the extensive closing of local roads would sever communities and cause existing travel patterns to be severely changed.

Alternate 4 with Option 3B around the community of Queenstown is the best alignment for Anne Arundel County in our opinion. We offer the following reasons for this option.

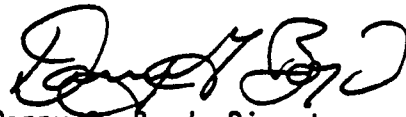
4

1. Dorsey Road would remain "as is" for an alternate East-West movement for local residents.
2. Existing businesses along Dorsey Road would be less impacted.
3. Police and Fire Departments' response time would not be affected.
4. B&A Boulevard would remain open for access to Glen Burnie for local residents.
5. Requires the least amount of residential property
6. Displacement of residential, business and farm residents would be minimized.
7. There would be no impact to archeological or historic sites.
8. The total amount of acreage required would be less than any other alternate except for Alternates 2 and "No Build".
9. Total cost of the project would be less than Alternates 3.

Thank you for giving us the opportunity to comment on this matter.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS



Danny G. Boyd, Director

DGB/vkw

cc: Charles D. Storm

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RESPONSE TO
ANNE ARUNDEL COUNTY DEPARTMENT OF RECREATION AND PARKS
LETTER DATED JUNE 11, 1986

Since Alternate 3B (Modified) has been selected, further coordination with the Anne Arundel County Department of Recreation and Parks will be undertaken in an effort to maintain access between the areas of Friendship Park isolated by the project.

RESPONSE TO
ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS
LETTER DATED JUNE 30, 1986

1. The No-Build Alternate has not been selected
2. Alternate 2 has not been selected.
3. Under Alternate 3b (Modified), several provisions to minimize impacts on the local road system have been included. These include a bridge over Maryland Route 295 connecting Race Road and Wright Road, bridging Harmans Road over Maryland Route 100 and bridging W.B. & A. Road over Maryland Route 100. A relocated Ridge Road is provided to maintain access between communities north and south of the alignment.
4. The selected alternate was chosen over Alternate 4 with a connection to Alternate 3-Option B for several reasons. First, Alternate 4 requires the acquisition of land from the Patapsco Valley State Park which is prohibited under Federal Law if a 'feasible and prudent' alternative exists. Also, the selected alternate closely follows the corridor for the extension of Maryland Route 100 as identified in the Howard County, Anne Arundel County and the Regional Planning Council Master Plans. This corridor is the basis upon which development in the area has been implemented and planned. Alternate 4/3B also traverses International Airport and according to Federal Aviation Administration regulations, the highway would have to be constructed in a tunnel through this area which would cause the total cost of Alternate 4/3B to be up to \$36 million greater than the selected alternate.

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United States
Department of
Agriculture

Soil
Conservation
Service

10 W. College Terrace
Room 230
Frederick, Maryland 21701

July 17, 1986

PROJECT
DEVELOPMENT
DIVISION
Jul 21 9 49 AM '86

Ms. Cynthia D. Simpson
Chief, Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P.O. Box 717
707 North Calvert St.
Baltimore, MD 21203-0717

Re: Farmland Protection Policy Act Form AD-1006 for MD Route 100 from I-95 to I-97 in Howard and Anne Arundel Counties, Maryland.

Dear Ms. Simpson:

An extensive evaluation of the zoning maps and soils data was made for the alternative routes in this project. The FPPA does not apply to any of the alternatives in Anne Arundel County due either to preclusion from FPPA by current zoning or to lack of soils qualifying as prime or of statewide importance in those areas not precluded by zoning. A small area of state-wide important soils was found in alternative 4 in Howard County. For this reason, the information in Part II of the attached AD-1006's pertains only to Howard County.

For clarification purposes, the percentages in Part II are based on the total land area in the county, and the percentage in Part IV.D. is based on total farmland as defined in FPPA.

If I can be of further assistance, please contact me at 301-694-6822 in Frederick, MD.

Sincerely,

CARL E. ROBINETTE
Area Soil Scientist

Enclosures

cc:

Jack Helm, District Conservationist, SCS, Ellicott City, MD
James Wist, District Conservationist, SCS, Annapolis, MD

VI-374



The Soil Conservation Service
is an agency of the
United States Department of Agriculture



696

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 23 May 86
Name Of Project Maryland Route 100 (Form 1 of 2)	Federal Agency Involved Federal Highway Administration	
Proposed Land Use See Attachment	County And State Anne Arundel and Howard Counties	

PART II (To be completed by SCS)(Data for Howard Co. only)	Date Request Received By SCS 6-5-86
---	--

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated None	Average Farm Size 117
Major Crop(s) Corn Small Grain, Soybeans, Hay	Farmable Land In Govt. Jurisdiction Acres: 86,200 % 54	Amount Of Farmland As Defined in FPPA Acres: 70,600 % 44	
Name Of Land Evaluation System Used Howard Co. LESA	Name Of Local Site Assessment System Howard Co. LESA System	Date Land Evaluation Returned By SCS 7/17/86	

	Alternative Site Rating			
	Site A 2A	Site B2B	Site C3A	Site D3B
PART III (To be completed by Federal Agency)				
A. Total Acres To Be Converted Directly	246.8	368.0	520.1	564.3
B. Total Acres To Be Converted Indirectly	0	0	0	0
C. Total Acres In Site	246.8	368.0	520.1	564.3

	Site A 2A	Site B2B	Site C3A	Site D3B
PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0	0	0	0
B. Total Acres Statewide And Local Important Farmland	0	0	0	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0	0	0	0
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	100	100	100	100

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 23 May 86	
Name Of Project Maryland Route 100 (Form 2 of 2)		Federal Agency Involved Federal Highway Administration	
Proposed Land Use See Attachment		County And State Anne Arundel and Howard Counties	

PART II (To be completed by SCS)(Data for Howard Co. only)		Date Request Received By SCS 6-5-86	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated None	Average Farm Size 117
Major Crop(s) Corn Small Grain, Soybeans, Hay	Farmable Land In Govt. Jurisdiction Acres: 86,200 % 54	Amount Of Farmland As Defined in FPPA Acres: 70,600 % 44	
Name Of Land Evaluation System Used Howard Co. LESA	Name Of Local Site Assessment System Howard Co. LESA System	Date Land Evaluation Returned By SCS 7/17/86	

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A 4	Site B 3/4	Site C	Site D
A. Total Acres To Be Converted Directly	474.5	521.9		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	474.5	521.9		

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0	0		
B. Total Acres Statewide And Local Important Farmland	4	0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.006	0		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	68.4	100		

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	67	0		

PART VI (To be completed by Federal Agency)		Maximum Points		
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use	15	8		
2. Perimeter In Nonurban Use	10	5		
3. Percent Of Site Being Farmed	20	1		
4. Protection Provided By State And Local Government	20	0		
5. Distance From Urban Builtup Area	0	0		
6. Distance To Urban Support Services	0	0		
7. Size Of Present Farm Unit Compared To Average	10	0		
8. Creation Of Nonfarmable Farmland	25	5		
9. Availability Of Farm Support Services	5	5		
10. On-Farm Investments	20	10		
11. Effects Of Conversion On Farm Support Services	25	0		
12. Compatibility With Existing Agricultural Use	10	5		
TOTAL SITE ASSESSMENT POINTS	160	39		

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part VI)	100	67		
Total Site Assessment (From Part VI above or a local site assessment)	160	39		
TOTAL POINTS (Total of above 2 lines)	260	106		

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

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STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C together with maps indicating location of site(s), to the Soil Conservation Service (SCS) local field office and retain copy D for their files. (Note: SCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the SCS State Conservationist in each state).

Step 3 - SCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, SCS field offices will complete Parts II, IV and V of the form.

Step 5 - SCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for SCS records).

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in §658.5(b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points", where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points: and alternative Site "A" is rated 180 points:

Total points assigned Site A = 180 x 160 = 144 points for Site "A."

Maximum points possible 200



PROJECT
DEVELOPMENT
DIVISION

MAR 32 8 42 AM '87

March 26, 1987

Maryland Historical Trust

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of
Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: Contract No. AA 682-101-570
AA 682-101-571
Md. Rt. 100 from Md. Rt. 3
(I-97)
P.D.M.S. No. 02207

Dear Ms. Simpson:

Our office has reviewed the additional information provided by Rita Suffness concerning the effects of this project on the Shipley House and Smith Farm. Based on this, we now concur in a determination of no adverse effect on both properties, conditional on landscaping plans which are reviewed and approved by this office.

As noted in staff discussions, it is our understanding that State Highway Administration will meet with the owners of the Smith Farm to discuss satisfactory egress alternatives required by the destruction of the historic driveway. Your cooperation in this regard will be greatly appreciated.

If you have any further questions or comments, feel free to contact Al Luckenbach at 974-4450.

Sincerely,

J. Rodney Little
Director

JRL/AHL/meh

- cc: Mr. Harrison B. Wetherill, Jr.
- Ms. Linda Collins
- Ms. Donna Ware
- Mr. Paul Wettlaufer
- Ms. Rita Suffness

VI-378

700

KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

MEMORANDUM OF MEETING

TO: Distribution List

FROM: Elaine L. Cappucci / R. Scott Sternberger

DATE: March 30, 1987

TIME: 8:30 a.m.

SUBJECT: MD 100 Wetlands Field Review
J.O. No. 01-86173A2

APR 1 2 32 PM '87

PROJECT DEVELOPMENT DIVISION

IN ATTENDANCE:

Steve Harman
Diane Eckles
Mike Slattery
Cas Teherian
Lee Carrigan
~~XXXXXXXXXXXX~~
Elaine Cappucci
Scott Sternberger

Army Corps of Engineers
U.S. Fish and Wildlife Service
MD Dept. of Natural Resources
MD Dept. of Natural Resources
MD State Highway Administration
MD State Highway Administration
Kidde Consultants, Inc.
Kidde Consultants, Inc.

I. Introduction

Kidde Consultants opened the meeting by explaining the agenda for the field review. They gave all attendees a set of plans showing the wetlands and the soil boring locations and a booklet with information about the vegetation, soils, and hydrologic characteristics of each wetland. The consultants explained that they had delineated wetlands only in the path of the alternate alignments (2, 3A, and 4). The selected alignment, 3B modified, was delineated previously by another firm. Kidde asked that any questions about the selected alignment be directed to the State Highway Administration (SHA). Kidde pointed out that they did not delineate the wetlands in the areas where the alternate alignments overlap mainly at the western end to the I-295 interchange and at the eastern Route 3 interchange.

The resource agencies then had the following questions:

1. The Fish and Wildlife Service (FWS) asked what lists were used to determine plant indicator status. Kidde stated that they used the 1986 edition of "Wetland Plants of the State of Maryland" to indicate regional status. When no listing was available on the

KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

Memorandum of Meeting

Subject: MD 100 Wetlands Field Review

March 30, 1987

Page 2

state list for a particular plant, the FWS-
northeast region list was used and is indicated with an
asterick. A dashed line is used when no listing was
found for a plant in either publication.

- 2. The FWS asked when the project would go under construction.

The SHA stated that they were not certain of the scheduling for this project. They said that normally when a project is in the state that this one is, it takes about five years to get it to construction. The SHA said they must also coordinate these projects with the counties to develop planning priorities.

II. Field View

Kidde Consultants conducted the field view. The wetlands sites are presented here in numerical order although they were not visited in that order during the field view. Due to time limitations all the delineated wetlands were not visited during the field view. The wetlands visited were those that the consultants felt had the highest values or those with questionable boundaries which the consultants felt the agencies should review. The Army Corps, DNR, and FWS agreed with the boundaries of those wetlands not viewed based on Kidde's descriptions of the areas. The agency said that they would have to look at these areas if any of these alternates go into final design. The resource agencies' comments for each site are included and any changes they requested will be incorporated into final plans and report.

A. ALTERNATE 2

W2-1

This wetland was not visited during the field view, but all were in agreement with the boundaries set by Kidde Consulannts based Kidde's description of the area.

W2-2

KIDDE CONSULTANTS, INC.
Subsidiary of Kidde, Inc.

Memorandum of Meeting
Subject: MD 100 Wetlands Field Review
March 30, 1987
Page 3

This wetland was viewed from the road. All of the wetland could not be seen because it lies within the airport property. All agencies agreed with the boundaries.

W2-3

This wetland includes a drainage channel which runs adjacent to Dorsey Road, part of Piney Run Creek, and two forested areas.

The Army Corps stated that it appears that the wetland receives runoff from Dorsey Road but asked where the wetland drains. Kidde responded that there are drainage channels in the wetland that lead into the larger drainage channel feeding Piney Run Creek.

Everyone agreed on the boundaries of this wetland.

W2-4, W2-5

These wetlands were viewed from the road, no changes were requested.

W2-6

After field checking the wetland, all agencies agreed with the boundaries of this wetland.

B. ALTERNATE 2A

This alignment is the same as the portion of Alternate 4 from Dorsey Road to Maryland Route 3. For the wetlands which fall in this alignment, see W4-23, W4-24, W4-25, W4-26, W4-27, and W4-28.

KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

Memorandum of Meeting
Subject: MD 100 Wetlands Field Review
March 30, 1987
Page 4

C. ALTERNATE 2B

W2B-1, W2B-2

This wetland was not visited during the field view, but all were in agreement with the boundaries set by Kidde Consultants based Kidde's description of the area.

W2B-3

The review team observed several great horned owls nesting in the wetland. All were in agreement with the boundaries of this wetland.

C. ALTERNATE 3A

W3A-1

The review team observed several great horned owls nesting in this wetland during the field view. All were in agreement with the boundaries of this wetland.

W3A-2, W3A-3

This wetland was not visited during the field view, but all were in agreement with the boundaries set by Kidde Consultants based Kidde's description of the area.

E. ALTERNATE 4

W4-1

1. The Army Corps questioned whether the fill material (from the adjacent industrial development along the northern edge of the wetland) was in place when the wetland was being delineated.

Kidde Consultants explained that the fill was being placed at the time of the delineation however, additional material had been placed in the area

KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

Memorandum of Meeting

Subject: MD 100 Wetlands Field Review

March 30, 1987

Page 5

since that time.

- 2. The Army Corps asked what is the water source for the pond?

Kidde stated that the pond is fed by a small tributary and possibly from groundwater. The pond outlets into a small stream which runs through the wetland.

The FWS, DNR and the Army Corps indicated that the boundaries were adequate for preliminary assessment. If this alternate went into final design, another field view would be required.

W4-2

The wetland is bisected by the Baltimore and Ohio Railroad tracks. The area South of the tracks has hydric soils, but most of the vegetation are not wetland species. The area is dominated by Red Maple but there are scattered River Birch. Soil samples taken during the field view show a very gray top layer which is probably derived from the railroad. The soil is very sandy. The FWS stated that the area near the tracks is a transition area and maybe should be taken out. The Army Corps stated that the entire area should probably be left in, although it would require further study if this alignment were selected. At that time more definite boundaries could be set.

The Army Corps asked what the source of water is for this wetland. Kidde Consultants said that the area is fed by runoff from the ridge at the northwest end of the wetland, and probably by groundwater.

The FWS asked what soil series is present here. Kidde Consultants checked the Howard County Soil Survey book and found that it is the Fallsington Series a poorly drained soil with a chroma of 1 to 3 in the A horizon.

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KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

Memorandum of Meeting

Subject: MD 100 Wetlands Field Review

March 30, 1987

Page 6

All agreed to leave the boundaries at the locations set by Kidde, but that they would need to be examined more closely in the future.

W4-3

All were in agreement with Kidde's boundaries for this wetland.

W4-4

1. DNR asked what type of structure would be used at Piney Run Creek.

The SHA said that they did not know at this point.

2. The FWS asked if Kidde had used the topography to determine the wetland boundaries.

Kidde Consultants said that topography was used to determine the boundaries.

The boundaries were not changed.

W4-5

Kidde stated that they wanted the resource agencies to thoroughly check this wetland because they had found hydric soils on the slopes and plateaus and were uncertain if these areas should be called wetland. In order to be conservative these areas shown on the field view plans.

The FWS and Army Corps took several soil samples on the slope area. The FWS said that the soil probably is light colored because it is acidic, not because it is hydric. Iron may be leaching out due to the acidity. The FWS felt the soil was more white (showing acidity) than gray or black.

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KIDDE CONSULTANTS, INC.

Subsidiary of Kidde, Inc.

Memorandum of Meeting

Subject: MD 100 Wetlands Field Review

March 30, 1987

Page 7

The FWS said that on the floodplain areas, alluvium is present and the soil is definitely hydric. DNR agreed. There is mottling in both the A and B horizons and the vegetation shows the area to be wetlands. The Army Corps agreed and said that there is no mottling present on soils further up the slope.

The FWS asked what soil series is present here. Kidde checked this later in the Anne Arundel County Soil Survey and discussed it with the FWS. The soil belongs to the keyport and Fallsington series. The Fallsington series is highly acidic.

The agencies said that the slopes and plateaus should be taken out but the floodplain areas should be left in.

W4-6, W4-7

This Wetland was not visited during the field view, but all were in agreement with the boundaries set by Kidde Consultants based on Kidde's description of the area.

W4-8, W4-9

All were in agreement with the boundaries of these wetlands based on their field view.

W4-10, W4-11, W4-12, W4-13, W4-14

Kidde Consultants explained that these wetlands are located in Patapsco Valley State Park. They are mainly upland drainage channels and headwater areas. The consultants said the areas are similar to wetlands W4-17 and W4-18 on the other end of the park which were reviewed earlier in the day. The agencies decided not to look at these wetlands at this time, but said they would need to look at them if any action were taken on this alternate. all the agencies agreed on the boundaries, based on Kidde's descriptions of the areas.

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Memorandum of Meeting
Subject: MD 100 Wetlands Field Review
March 30, 1987
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W4-15

DNR stated that the buttressed tree trunks and pockets of standing water were good evidence of the presence of wetlands.

All agreed with Kidde's boundaries for this wetland.

W4-16

This wetland was not reviewed as it is within the airport property. All agreed with the boundaries based on Kidde's description of the area.

W4-17

The Army Corps stated that maybe only the lowest swale areas should be included in this wetland, but that the boundaries could be left as they are at this time. The FWS and DNR agreed.

W4-18, W4-19

All agreed with the boundaries set by Kidde.

W4-20

All present agreed that this is a very high value wetland. The boundaries were not changed.

W4-21, W4-22

These wetlands were not visited, but all were in agreement with the boundaries set by Kidde Consultants based on Kidde's description of the areas.

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W4-23, W4-24

The FWS and DNR questioned why the consultants did not consider the small area between these two wetlands to be wetland, Kidde explained that there is a ridge between the two which does not have hydric soils or wetlands vegetation. After field checking the area, the agencies agreed with Kidde's boundaries.

W4-25, W4-26, W4-27

These wetlands were not visited, but all were in agreement with the boundaries set by Kidde consultants based on Kidde's descriptions of the areas.

W4-28

The field review team observed several great horned owls nesting here during the field view. No changes to the boundaries were requested.

F. CROSSOVER ALT. 3 TO ALT. 4

None of the wetlands in this alignment were visited. The resource agencies said they may want to review them in the future.

WC-1, WC-2

Kidde described these wetlands to the agencies. They lie just east of W4-20. All agreed to the boundaries based on Kidde's description.

WC-3

This wetland is a swale carrying upland runoff to a tributary of Piney run Creek. As it lies in a fenced off private property, the agencies decided not to look at it, but accepted the boundaries based on Kidde's description.

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WC-4

Kidde explained that this wetland includes Piney Run Creek only. The Creek banks are several feet high and no hydric soils or wetlands vegetation was found at the top of the banks. The agencies agreed with the boundaries.

Conclusion

The agencies stated that if any of the alternate alignments were selected they would want to review the wetlands more carefully. Some questionable areas were left in during this field view in order to be conservative.

cc: All Attendees
Dave Manly

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Advisory Council On Historic Preservation

DA	
✓ ADA	
P&R	
✓ SC	
ES	
✓ PD OP	
EA	
DA	
NOISE	
ALL	
* ACTION	
✓ INFO	

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

JUL 1 1987

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
The Rotunda, Suite 220
711 West 40th Street
Baltimore, MD 21211-2187

REF: Construction of Maryland Route 100
Smith Farm and Shipley House
Anne Arundel County, MD

Dear Mr. Elinsky:

On June 10, 1987, the Council received your letter requesting our comments on the referenced project in accordance with Section 106 of the National Historic Preservation Act. While we concur with your determination that the Shipley House will not be adversely affected, we are unable to agree with your determination in regard to the Smith Farm.

Alternate 3-B Modified, the proposed alignment for Route 100, will separate roughly one-third of the Smith Farm cropland from the farmhouse and outbuildings; alter the physical environment of the property, removing the main buildings from their historic association with the land; and introduce audible, visual and atmospheric elements which are out of character with the rural setting of the National Register property. Since the information submitted indicates that the setting is one of the most significant elements of the historic property, such alteration and intrusions meet the criteria of adverse effect set forward at 36 CFR §800.9 of the Council's regulations.

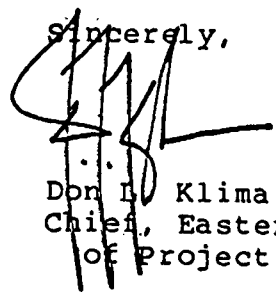
Accordingly, you should initiate consultation on ways to avoid, reduce, or mitigate this adverse effect with the Maryland State Historic Preservation Officer and the Council pursuant to §800.5(e) of the Council's regulations.

We believe that the proposed grading and landscaping of the roadway might adequately mitigate this adverse effect. However in light of the expressed opposition of the property owners and other interested persons, we feel that alternative alignments should be further explored. We suggest that a meeting be arranged on site to discuss the planning issues involved, and the landscape plans.

Pending receipt of the Council's comments, you should refrain from taking or sanctioning any action that could result in an adverse effect to the property or that would foreclose the consideration of alternatives to avoid or reduce the adverse effects.

Please contact Betsy Updike at 202-786-0505 to arrange the details of such a meeting.

Sincerely,



Don L. Klima
Chief, Eastern Division
of Project Review

VII
LIST OF
PREPARERS

VII.

LIST OF PREPARERS

This Final Environmental Impact Statement was prepared by the Maryland Department of Transportation, State Highway Administration in consultation with the Federal Highway Administration. The following personnel were instrumental in the preparation of this document:

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Mr. Bruce Turner	Environmental Reviewer
------------------	------------------------

VIII
APPENDICES

APPENDIX A - GLOSSARY OF TERMS

GLOSSARY OF TERMS

(These terms may appear either in the EIS or as noted on the drawings.)

Arterial Highway

A highway primarily for thru-traffic, usually on a continuous route.

Auxiliary Lane

The portion of roadway adjoining the traveled way for parking, speed change, or for other purposes supplementary to the thru-traffic movement.

Average Daily Traffic-
A.D.T.

The total volume of auto and truck traffic passing a given point in both directions during a given time period (greater than one day and less than one year) in whole days, divided by the number of days in that time period.

Control of Access

Full-Complete restriction of access on a thru facility except at interchanges. Grade separations for all crossings.

Uncontrolled-Access control limited only to safe geometrics. All crossroads, driveways, etc., may have points of ingress or egress.

Design Hour Volume -
DHV

The percent of average daily traffic (ADT) generally accepted as the criterion used in geometric design of rural and urban highways. Ideally the 30th highest hourly volume during a year, the DHV is commonly found to vary from 8% to 12% of the ADT.

Design Speed

A speed selection for purposes of design and correlation of those geometric features of a highway, such as curvature and sight distance, upon which safe operations is dependent.

Expressway

A divided arterial highway for thru-traffic with full or partial control of access and generally with grade separations at major highways.

Freeway

An expressway with full control of access, grade separations at all roadway crossings. Access is permitted only at interchanges.

Frontage Road

A road contiguous to and generally paralleling an expressway, freeway, parkway or thru-street. Designed to intercept, collect and distribute traffic desiring to cross, enter or leave such highways and may furnish access to property that otherwise would be isolated as a result of the controlled access. (Also referred to as a Service Road.)

Grade Separation

Bridge structure such as an underpass or overpass that vertically separates two or more intersecting roadways, thus permitting traffic to cross without interference.

Housing of Last Resort

A Maryland SHA program to rehouse people who are displaced by right-of-way acquisition for highway projects when the cost to do so exceeds the limits of the Uniform Relocation Act.

Interstate Freeway

A freeway primarily for thru-traffic with full interchanges for access. Interchange spacing is generally greater than that for a freeway.

Levels of Service

Levels of service are a measure of the conditions under which a roadway operates as it accommodates various traffic volumes. Influencing factors include speed, travel time, traffic interruptions, maneuvering freedom, safety, driving comfort, economy, and of course, the volume of traffic.

Levels of service on expressways and freeways with uninterrupted flow conditions are ranked from A to F (best to worst) as follows:

Level A - free traffic flow, low volumes; high speeds.

Level B - stable traffic flow, some speed restrictions.

Level C - stable flow; increasing traffic volumes.

Level D - approaching unstable flow, heavy traffic volumes, decreasing speeds.

Level E - low speeds, high traffic volumes approaching roadway capacity; temporary delays.

Level F - forced traffic flow at low speeds; low volumes and high densities; frequent delays.

For interrupted flow conditions, such as major highways and arterials with traffic signals, the following levels of service apply.

Level A - free flow, no delay at traffic signals.

Level B - occasional delays at traffic signals.

Level C - Increasing volumes; moderate delays at traffic signals.

Level D - lower speeds; increasing volumes, frequent delays at traffic signals.

Level E - low speeds; high traffic volumes; signal backups almost to the previous light.

Level F - forced traffic flow; successive backups between signals.

Major Highway

An arterial highway with intersections at-grade and direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of thru-traffic.

Median

That portion of a divided highway separating the travelled ways for traffic in opposite directions.

Initial - to be constructed initially.

Ultimate - the configuration subsequent to future construction.

Right-of-Way (Line)
R/W, R.O.W.

The outer limits, inside which the State owns and maintains, for a highway facility.

Section 4(f)

Section 4(f) of the Department of Transportation Act requires that the publicly-owned land from a park, recreation area, wildlife and/or waterfowl refuge, or historic site of national, state or local significance can be used for Federal-Aid Highway projects only if there is no feasible and prudent alternative to its use, and if the project includes all possible planning to minimize harm to "4(f) lands".

Service Road

See "Frontage Road"

Shoulder

That portion of a highway adjacent and parallel to the travelled roadway for the accommodation of stopped vehicles for emergency use and for lateral support. May or may not be fully paved.

Side Slopes

The slope of earth permissible in given locations, as a ratio of horizontal to vertical measurement (2:1, 4:1, 6:1).

Vehicle Recovery Area

That portion of ground adjacent to the travelled roadway that is clear of any fixed obstructions. For safety operation, generally no less than 30 feet measured from the edge of the travelled lane.

Wetlands

The term "wetlands" refers to those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances, does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

APPENDIX B - SUMMARY OF RELOCATION ASSISTANCE PROGRAM

"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" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. 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 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. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. 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 residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, 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 expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive 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 the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) 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 value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

In lieu of the payments described above, the business may elect 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 must 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 during the two taxable years prior to displacement.

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 may use another two-year period that would be more representative. Average annual net earnings 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, the owner of the business may still be 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, the 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 the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "In lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. 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 along with required preliminary notice of possible displacement.

In the event comparable 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 must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

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 persons, 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 satisfactorily 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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APPENDIX C - REPRESENTATIVE ANIMALS OF
THE ROUTE 100 STUDY AREA

APPENDIX C

REPRESENTATIVE ANIMALS OF THE
ROUTE 100 STUDY AREAFish

Blacknose dace, Rhinichthys atratulus
 Bluegill, Lepomis macrochirus
 Bluespotted sunfish, Enneacanthus gloriosus
 Brown bullhead, Ictalurus nebulosus
 Eel, Anguilla rostrata
 Fallfish, Semotilus corporalis
 Golden shiner, Notemigonus crysoleucas
 Killifish, Fundulus sp.
 Largemouth bass, Micropterus salmoides
 Madtom, Noturus gyrinus
 Pumpkinseed, Lepomis gibbosus
 Redbreast sunfish, Lepomis auritus
 Shiner, Notropis sp.
 Tesellated darter, Etheostoma olmsted
 Whiteperch, Morone americana
 Yellowperch, Perca flavescens

Frogs

Bullfrog, Rana catesbeiana
 Chorus frog, Pseudacris triseriata
 Cricket frog, Acris crepitans
 Fowler's toad, Bufo Woodhousei
 Green frog, Rana clamitans
 Green tree frog, Hyla cinerea
 Leopard frog, Rana pipiens
 Spring peeper, Hyla crucifer

Salamanders

Mud salamander, Pseudotriton montanus
 Red-backed salamander, Plethodon cinereus
 Red salamander, Pseudotriton ruber
 Spotted salamander, Ambystoma maculatum
 Two-Lined salamander, Eurycea bislineata

Turtles

Box turtle, Terrapene carolina
 Mud turtle, Kinosternon subrubrum
 Painted turtle, Chrysemys picta
 Snapping turtle, Chelydra serpentina

Appendix C (cont'd.)

Snakes

- Black racer, Coluber constrictor
- Black rat snake, Elaphe obsoleta
- Copperhead, Agkistrodon contortrix
- Corn snake, Elaphe guttata
- Garter snake, Thamnophis sirtalis
- Green snake, Opheodrys aestivus
- Hognose snake, Lampropeltis getulus
- Ringneck snake, Diadophis punctatus
- Ribbon snake, Thamnophis sauritus
- Water snake, Natrix sipedon
- Worm snake, Carphophis amoenus

Birds

- American egret, Casmerodius albus
- Barn owl, Tyto alba
- Barred owl, Strix varia
- Black vulture, Coragyps atratus
- Blue bird, Sialia sialis
- Blue Jay, Cyanocitta cristata
- Bobwhite quail, Colinus virginianus
- Canada goose, Branta canadensis
- Cardinal, Richmondia cardinalis
- Cattle egret, Bubulcus ibis
- Common crow, Corvus brachyrhynchos
- Common grackle, Quiscalus quiscula
- Fish crow, Corvus ossifragus
- Great blue heron, Ardea herodias
- Green heron, Butorides virescens
- Herring gull, Larus argentatus
- Junco, Junco hyemalis
- Least tern, Sterna albifrons
- Laughing gull, Larus atricilla
- Mallard duck, Anas platyrhynchos
- Mocking bird, Mimus polyglottos
- Mourning dove, Zenaidura macroura
- Osprey, Pandion haliaetus
- Pheasant, Phasianus colchicus
- Pied-billed grebe, Podilymbus podiceps
- Quail, Colinus virginianus
- Red-tailed hawk, Buteo jamaicensis
- Redwing blackbird, Agelaius phoeniceus
- Ruffed Grouse, Bonasa umbellus
- Sparrow hawk, Falco sparverius
- Starling, Sturnus vulgaris
- Turkey vulture, Cathartes aura
- White-throated sparrow, Zonotrichia albicollis
- Woodcock, Philohela minor

Appendix C (cont'd.)

Mammals

Cottontail rabbit, Sylvilagus floridanus
Eastern mole, Scalopus aquaticus
Flying squirrel, Glaucomys volans
Grey squirrel, Sciurus carolinensis
Grey fox, Urocyon cinerargenteus
House mouse, Mus musculus
Mink, Mustela vison
Muskrat, Ondatra zibethica
Opossum, Didelphis virginiana
Otter, Lutra canadensis
Raccoon, Procyon lotor
Red fox, Vulpes vulpes
Red Squirrel, Tamiasciurus hudsonicus
Shrew, Blarina brevicauda
Striped Skunk, Mephitis mephitis
Virginia deer, Odocoileus virginianus
White footed mouse, Peromyscus leucopus
Woodchuck, Marmota monax

APPENDIX D - REPRESENTATIVE VEGETATION
OF THE STUDY AREA

APPENDIX D

REPRESENTATIVE VEGETATION OF THE STUDY AREA

Alder, Ainus sp.
 American holly, Ilex opaca
 Arrow-arum, Peltandra Virginica
 Arrowhead, Sagittaria sp.
 Arrowwood, Vaccinium dentatus
 Ash, Fraxinus sp.
 Aster, Aster sp.
 Begger-tick, Bidens sp.
 Big cordgrass, Spartina cynosuroides
 Black Cherry, Prunus serotina
 Black gum, Nyssa Sylvatica
 BlackJack oak, Quercus marilandica
 Black willow, Salix nigra
 Bramble, Rubus sp.
 Burrweed, Sparganium sp.
 Buttonbush, Cephalanthus occidentalis
 Cattail, typha sp.
 Chestnut oak, Quercus prinus
 Duckweed, Lemna sp.
 Elderberry, Sambucus canadensis
 Elodea, Elodea sp.
 Flowering dogwood, Cornus florida
 Giant reed, Phragmites communis
 Golden rod, Solidago sp.
 Grape, Vitis sp.
 Green ash, Fraxinus pennsylvanica
 Greenbrier, Smilax sp.
 Hickory, Carya sp.
 Honeysuckle, Lonicera Japonica
 Ironwood, Carpinus caroliniana
 Jewelweed, Impatiens capensis
 Joe-pye-weed, Eupatorium dubium
 Lizard's tail, Saururus cernuus
 Loosetrife, Lynthrum sp.
 Magnolia, Magnolia sp.
 Nettle, Urtica dioica
 Oaks, Quercus sp.
 Panic grass, Panicum clandestinum
 Pickerei week, Pontederia cordata
 Poison Ivy, Rhus radicans
 Pondweed, Potamogeton
 Post oak, Quercus stellata
 Red maple, Acer rubrum
 River Birch, Betula nigra
 Rose mallow, Hibiscus moscheutos

Appendix D (cont'd.)

- Saltmeadow cordgrass, Spartina patens
- Sassafras, Sassafras albidum
- Sedges, Carex sp
- Slippery elm, Ulmus rubra
- Smartweed, Polygonum punctatum
- Spatterdock, Nuphas advena
- Spicebush, Lindera benzoin
- Spikerush, Eleocharis
- Sumac, Rhus sp.
- Swamp Rose, Rosa palustris
- Sweet gum, Liquidambar styraciflua
- Sycamore Plantanus occidentalis
- Tear Thumb, Polygonum sagittatum
- Three Square, Scirpus americanus
- Tulip poplar, Liriodendron tulipifera
- Virginia creeper, Parthenocissus quinquefolia
- Water lily, Nymphaea odorata
- Water willow, Decodon verticillatus
- White oak, Quercus alba

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