

FINDING OF NO SIGNIFICANT IMPACT FOR

CONTRACT NO. AA 396-101-571 MARYLAND ROUTE 177

From Maryland Route 100 to Pinehurst Road in Anne Arundel County, Md.



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

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

FOR

MARYLAND ROUTE 177 FROM MARYLAND ROUTE 100 TO PINEHURST ROAD ANNE ARUNDEL COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 3, consisting of a 5-lane section from Maryland Route 100 to Long Point Road and a 3-lane section east of Long Point Road to Pinehurst Road. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

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I. RECORD OF DECISION

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MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF MONDAY, JUNE 16, 1986 * * *

Concurrence with Prior Action

The State Highway Administration is preparing a Final Environmental Document - Finding of No Significant Impact (FONSI) for the project listed below. Location approval will be requested from the Federal Highway Administration for Alternate 3 - a five lane urban street section.

1. State Contract No. AA-396-101-571 - Md. Rte. 177, from Md. Rte. 100 to Pinehurst Road.

The decision to proceed in this manner was made by the Administrator at a Staff Meeting held on May 15, 1986.

Copy: Mr. J. A. Agro, Jr. Mr. W. R. Clingan Mr. E. W. Loskot Mr. L. Ege, Jr. Mr. G. Straub Ms. Cynthia Simpson Mr. F. DeSantis Contract AA-396-101-571



TO:

Maryland Department of Transportation

State Highway Administration

June 12, 1986

William K. Heilmann Secretary

Hal Kassoff Administrator

MEMORANDUM

- Mr. William I. Slacum, Secretary State Roads Commission
- FROM: Neil J. Pedersen, Director Neil & Vedeusen Office of Planning and Preliminary Engineering
- SUBJECT: Contract No. AA 396-101-571 Maryland Route 177 (Mountain Road) From Maryland Route 100 to Pinehurst Road PDMS No. 023061

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that the document will be submitted to the Federal Highway Administration with Location Approval being received in July, 1986.

The decision was made to proceed with the FONSI recommending Alternate 3, the 5 lane urban street section, and Option I for the Maryland Route 100/177 intersection. The selection was made by Administrator Hal Kassoff at a team meeting on May 15, 1986. A summary of the meeting and the Project Development Team Summary and Recommendation are enclosed.

This information is being sent to you as part of the procedures by which you submit the action to the Administrator, receive his approval, and formally record and file this action.

I concur with the above recommendation.

6/16/86

Hal Kassoff, Administrator

Date

NJP:bh Enclosures cc: Mr. John Agro

Mr. Wayne Clingan

Mr. Edward Loskot

Mr. Louis Ege, Jr.

- Mr. Gene Straub
- Ms. Cynthia Simpson

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



Maryland Department of Transportation

State Highway Administration

June 3, 1986

William K. Heilmann Secretary

Hal Kassoff Administrator

MEMORANDUM

- TO: Mr. Neil J. Pedersen, Director Office of Planning and Preliminary Engineering
- FROM: Louis H. Ege, Jr., Deputy Director Project Development Division
- SUBJECT: Contract No. AA 396-101-571 Maryland Route 177 (Mountain Road) From Maryland Route 100 to Pinehurst Road PDMS No. 023061

RE: ADMINISTRATOR'S SELECTION MEETING

On May 15, 1986, the Administrator selected Alternate 3, the five lane urban street section for the subject Maryland Route 177 project study. A complete project summary and team recommendation report has previously been provided to you. No significant revisions to the report are required.

The following persons were present at the May 15th meeting:

Hal Kassoff	Administrator			
Wayne Clingan	Acting Chief Engineer			
Neil Pedersen	Director, Office	e of Planning and		
	Preliminary Eng:			
Louis Ege		Project Development		
	Division	,		
Robert Houst	Project Develop	nent Division		
Cynthia Simpson	11 II	11		
James Dooley		11		
Frank DeSantis	11 11	**		
Edward Karas	11 11	**		
Robert Lambdin	11 11	**		
John Bruck	Bureau of Highwa	av Planning and		
· · ·	Program Develop			
Ferdinand Doerfler	Bureau of Highwa			
Earl Schaefer	11 11	11		
Susan Bauer	District 5 Righ	t-of-Wav		
Roland Davis	Planner, Anne A			
Robert Bond	Wilson T. Balla			
John Winterling	11 11			

My telephone number is_____

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. Neil J. Pedersen June 3, 1986 Page 2

Frank DeSantis provided a presentation of the various alternates considered during the project study. The selected Alternate 3 (five lane) was described in detail.

The impacts of the project on the environmentally sensitive and critical area known as Fresh Pond/Angels Bog were reviewed. It is located adjacent to the north of Mountain Road between Maryland Avenue and Forest Glen Drive. It was pointed out that we have studied two alignment options. One "avoidance alignment" would entirely miss the Bog, but would impact commercially zoned property on the south side of Mountain Road. Contained within the commercial area is a residence (zoned Commercial) which would be totally taken. Total estimated right-of-way cost to avoid the Bog is approximately \$315,000. It was decided to avoid all impacts to the Bog.

There was considerable discussion regarding the typical section with respect to means of reducing lane widths to assure that the selected five lane section would not be overdesigned. It was pointed out that the proposed typical section is in accordance with standards for a 50 miles per hour design speed and is bicycle compatible. However, reduction of the pavement width may be considered further during final design, but would probably require a design waiver.

A discussion of the Intersection Option 1 for the Maryland Route 100/177 intersection verified that Option 1 offers significant advantages over the original intersection proposal. Accordingly, Option 1 was selected for final design.

This memorandum is provided to verify the Administrator's selections and is an addendum to the previously submitted summary and team recommendation.

The Final Environmental Document will be prepared for submission and approval by the Federal Highway Administration. Location/Design Approval is scheduled for July, 1986. Final design will be performed by in-house staff.

LHE: FDS: bh

cc: Attendees Mr. Paul Wettlaufer

II. COMPARISON OF ALTERNATES

SUMMARY OF IMPACTS Maryland Route 177

TELE 1

		No-Build	Alt. 2	Alt. 2A	Alt. 3	Alt. 2 Avoidance	Alt. 2A Avoidance	Alt. 3 Avoidance Selected
1.	Relocations							
	Required:	0	1	5	5	6	7	4
	Families Businesses	0	4 2	3	3	2	3	3
	Minorities	0	0	ŏ	Ŏ	ō	ŏ	0
2.	Historic/							
	Archeological Sites Affected	0	0	0	0	0	0	0
3.	Public Recreation							_
	Lands Affected	0	0	0	0	0	0	0
1 .	Consistent with		WDO	VDO	VDO	VEO	YES	YES
 5.	Master Plan	NO	YES	YES	YES	YES	IES	IEO
5.	Woodland Areas Affected (Acres)	0	11.5	12.6	13.6	10.9	12.0	12.8
_								
3 .	Wetland Areas Affected (Acres)	0	.1	.1	.2	0	0	0
7.	Floodplain Areas							
· •	Affected (Acres)	0	.6	.7	1.1	0	0	0
3.	Threatened or							
	Endangered Species	NO	NO	NO	NO	NO	NO	NO
9.	Air Quality Impacts Number of Sites Exc							
	S /NAAQS	0	0	0	0	0	0	0
10.	Noise Impacts: Number of Sites Exceeding Federal							
	Noise Abatement Criteria	3	7	7	7	7	7	7
11.	Costs Construction (\$1,00 -Includes sidewalk		9,175	9,478	9,632	9,455	9,758	9,912

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

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III. 'SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Background

1. The Problem and Purpose of the Project

Existing Maryland Route 177 is located in northeastern Anne Arundel County, Maryland (see Figure 1), and connects Maryland Route 2 to Gibson Island. This highway functions as an intermediate arterial providing the sole highway access to the Magothy Peninsula east of Maryland Route 100 (see Figure 2).

The purpose of this project is to improve the existing traffic levels of service and safety conditions on Maryland Route 177 between Maryland Route 100 and Pinehurst Road. The project is considered by Anne Arundel County elected officials as one of their highest transportation priorities.

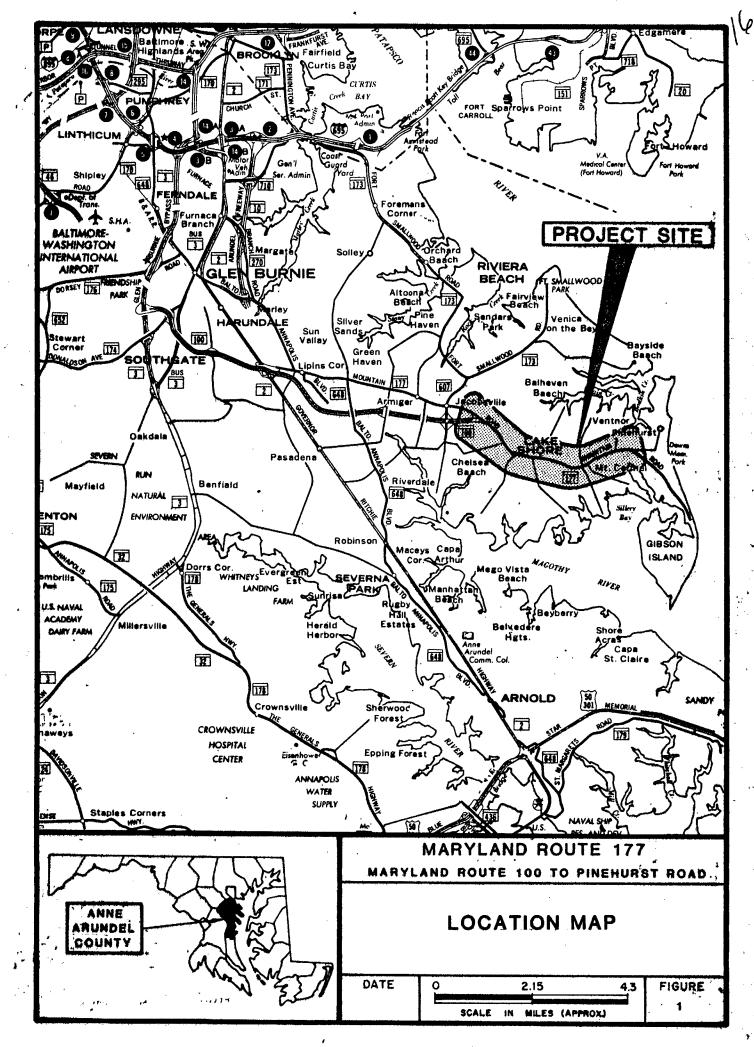
The existing roadway width is insufficient to accommodate the large volume of existing and projected traffic. The narrow roadway width combined with the location of utilities adjacent to the roadway results in serious service and safety deficiencies. During peak hours, delays and congestion are caused by left turning vehicles at the numerous intersections. Narrow roadway width at intersections preclude continuous traffic flow at these locations. Vehicles attempting to enter Maryland Route 177 from the crossroads are also experiencing increasing delays. The conditions and restrictions prevalent along Maryland Route 177 indicate that the existing two lane facility cannot adequately move the large volume of traffic and is insufficient to accommodate projected traffic demands.

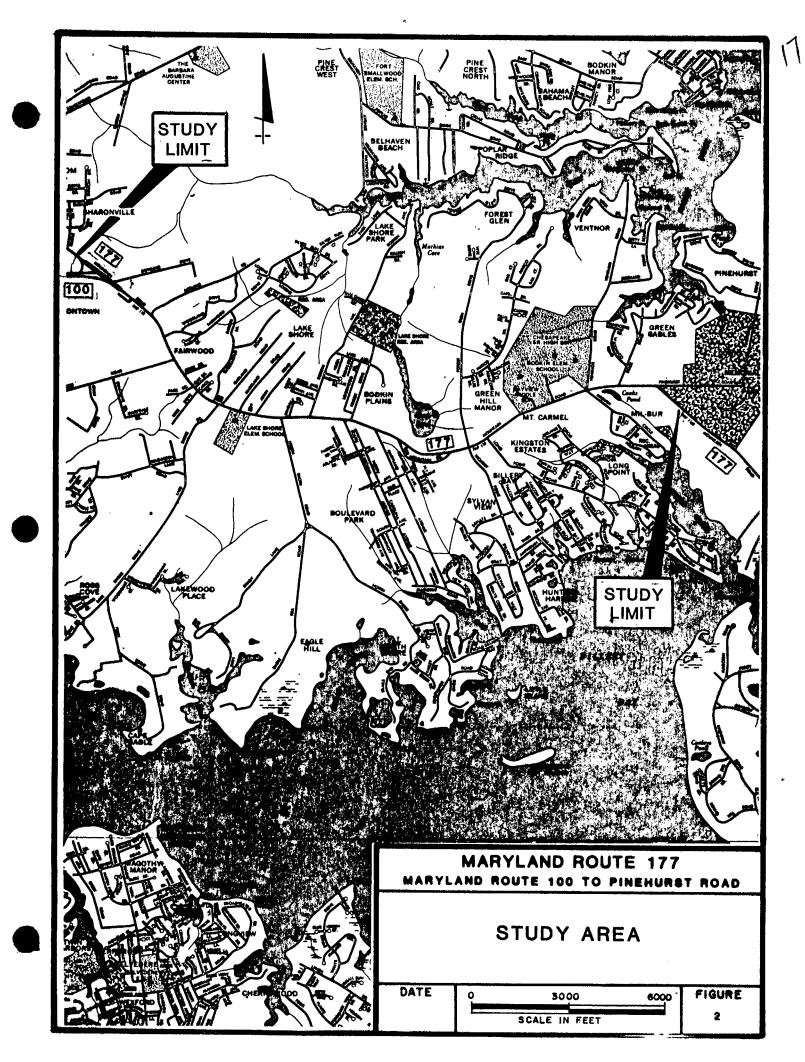
2. Project History

In the 1960's, studies were conducted which proposed the relocation of Maryland Route 177 (extension of Maryland Route 100) north of the existing road. As a result of severe socio-economic impacts and public opposition, the project was deleted from the plans and programs of the County and the Department of Transportation.

In 1978, Project Planning evaluated three (3) alternates to alleviate traffic congestion on Maryland Route 177. Alternate 1 was the No-Build Alternate. Alternate 2 would have provided minor improvements at intersections by the inclusion of left turn storage lanes. However, between these intersections, Maryland Route 177 would have remained a two lane roadway. This would have alleviated some of the congestion, but would not have substantially addressed increased traffic problems. A proposal designated as Alternate 3 consisted of the widening of Maryland Route 177 to a multi-lane facility. This alternte would have handled the increase of traffic in the corridor at an acceptable level of service.

Another proposal Alternate 4 provided an extension of Maryland Route 100 as a relief for traffic congestion along the Maryland Route 177 corridor. Both northern and southern relocation options were considered with this alternate. This alignment was located farther north than that originally proposed in the 1960's. Traffic analyses indicate that Alternate 4 would not have provided the necessary traffic diversion from the existing Maryland Route 177, whether it be located north or south of Maryland Route 177.





The project is listed in the current 1985 Highway Needs Inventory and the Secondary Development and Evaluation Program of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) for 1986-1991, although construction is not scheduled. The project conforms to the Regional Planning Council's General Development Plan, 1982 and Anne Arundel County's General Development Plan, 1978.

B. Alternates

1. Description

a. Interim Improvement

During the Spring of 1986, a 2.1 mile section of existing Maryland Route 177 will be widened from Maryland Route 100 to Maryland Avenue. It will be upgraded to a 3 lane roadway comprised of one travel lane in each direction with a continuous two-way left turn center lane. The construction generally will be contained within the state owned 40'+ of right-of-way.

This improvement will satisfy immediate and interim traffic demands but will not satisfy future long term traffic requirements.

b. Alternates Studied but Dropped

Alternte 2 was presented at the Alternates Public Meeting but was dropped prior to the Location/Design Hearing because it does not provide adequate and safe left turn storage.

Alternate 2 consisted of a 4 lane undivided roadway with 2 travel lanes in each direction for the portion of Maryland Route 177 between Maryland Route 100 and the Long Point Road intersection where it would have transitioned to a 3 lane roadway. The 4 lane section would have been 52 feet wide between curbs. The 3 lane section would have been 41 feet wide with a continuous left turn lane for the numerous driveway connections and intersecting streets in the area. A minimum 7' of backing beyond the curbing for the entire project length and sidewalks would be provided on each side of the roadway.

The construction would generally followed the existing roadway centerline and included improvements to both vertical and horizontal alignments of the existing roadway to conform to a design speed of 50 mph.

c. <u>Alternates Presented at the Combined</u> Location/Design Public Hearing

Alternate 1 (No-Build)

The No-Build Alternate would not provide significant improvements to existing Maryland Route 177, other than the currently planned widening to three lanes between Maryland Route 100 and Maryland Avenue. It would provide no significant improvements to traffic operations or capacity. As traffic growth occurs, the congestion and delays on the existing road will worsen.

Alternate 2A (4 Lane Curbed Roadway with Left Turn Lanes at Major Intersections

Alternate 2A would provide a four lane undivided roadway with 2 lanes in each direction with left turn storage lanes at ten major intersections. The 4 lane section would begin at Maryland Route 100 and transition to three lanes at Long Point Road. The three lane roadway would continue for the remainder of the project. The four lane section would be 52' wide with the exception that the roadway would widen to 65' where left turn storage is provided. A strip of right-of-way would be required on both sides of the roadway where the 4 lanes and left turn storage is required.

Alternate 3 (5 Lane Curbed Roadway)

Alternate 3 provides for a 5 lane roadway comprised of 2 travel lanes in each direction with a continuous two-way left turn center lane.

The 5 lane section would be provided from Maryland Route 100 to Long Point Road. The 5 lane section would transition to a 3 lane section east of Long Point Road as described for Alternate 2A.

As under Alternate 2A, Alternate 3 would generally follow the existing roadway centerline. This would require improvements to the horizontal and vertical alignment of the existing roadway to conform to a design speed of 50 mph. A strip of new right of way would be required along both sides of the roadway (see Figures 4-9).

Alternates 2A & 3 Avoidance Alternates

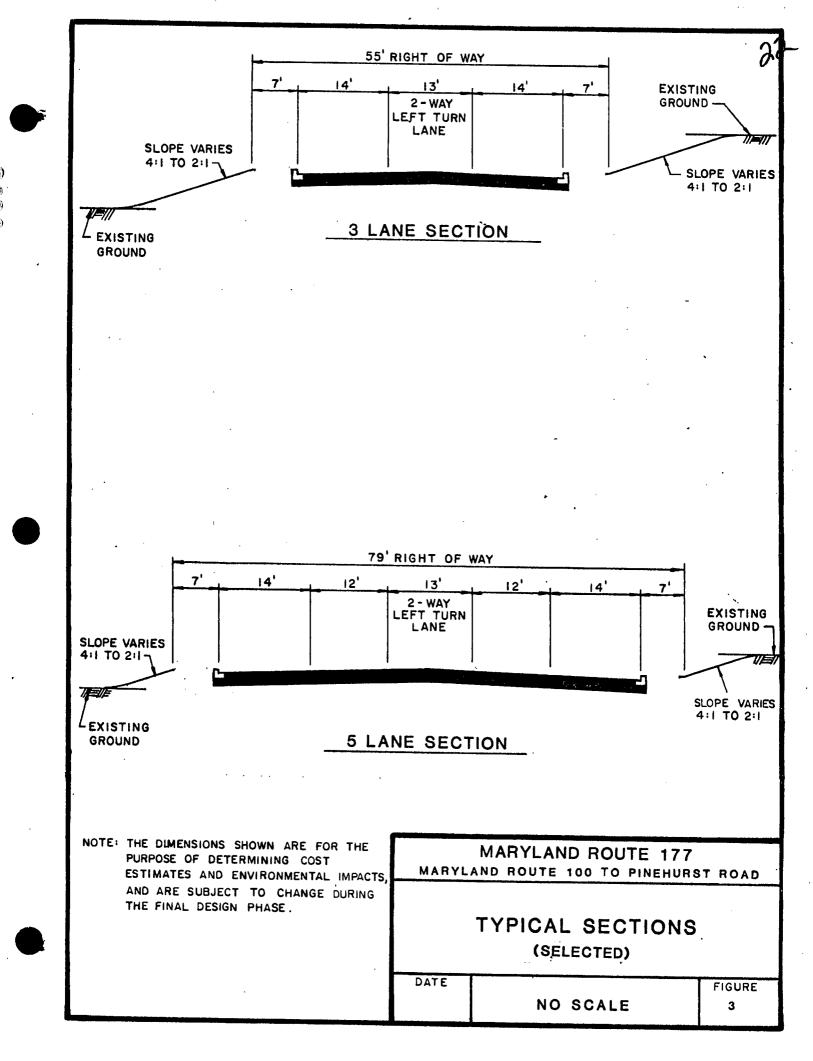
These alignments are identical to the Alternate 2A and 3 alignments except in the vicinity of Fresh Pond/Angel Bog, where for each alternate, the alignment is shifted approximately 50 feet to the south. This avoids construction within Angel Bog. The avoidance alignments conform to the 50 mph design speed.

Optional Maryland Route 100/177 Intersection Proposal

As a result of citizen concerns expressed at the Alternates Public Meeting and subsequent correspondence, two (2) Maryland Route 100/177 intersection configurations were presented at the Public Hearing. These were our original proposal and improvement

designated as Option 1.

- (1) The original intersection as presented in the Environmental Assessment attempted to maximize the use of the existing roadway ramp from eastbound Maryland Route 100 to southbound Maryland Route 177. In doing so, it compromised the use of an existing section of Maryland Route 177 as a two-way service road (Service Road 'A'). This service road would accommodate private and commercial driveways denied direct access to the mainline roadway. Schmidts Lane, as part of the Service Road "A" plan, would be relocated approximately 850' northwest of Loblolly Road. This design would force circuitous travel for several properties, and would allow the entrance to two properties only to the rear and would create less that desirable entrances to the mainline for two other properties. The relocation of Schmidts Lane also severed two residential properties. (2) Shown at the Public Hearing, the mainline intersection
- (2) Shown at the Public Hearing, the mainline intersection was pulled farther west, allowing greater utilization of existing Maryland Route 177 as a two-way Service Road. However the relocation of Schmidts Lane was still required and circuitous travel was not alleviated. Further, it continued to bisect residential properties.
- (3) Option 1 (Selected) also displayed at the Hearing, shifted the intersection farther to the west, but



LEGEND

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PROPOSED ROADWAY
EXISTING PAVING TO BE REMOVED
PROPOSED RIGHT OF WAY
EXISTING RIGHT OF WAY LINE
NOISE AND AIR RECEPTOR LOCATION
100 - YEAR FLOODPLAIN
WETLANDS
HISTORIC DISTRICT/SITE BOUNDARY
AREA OF CRITICAL STATE CONCERN
RELOCATIONS

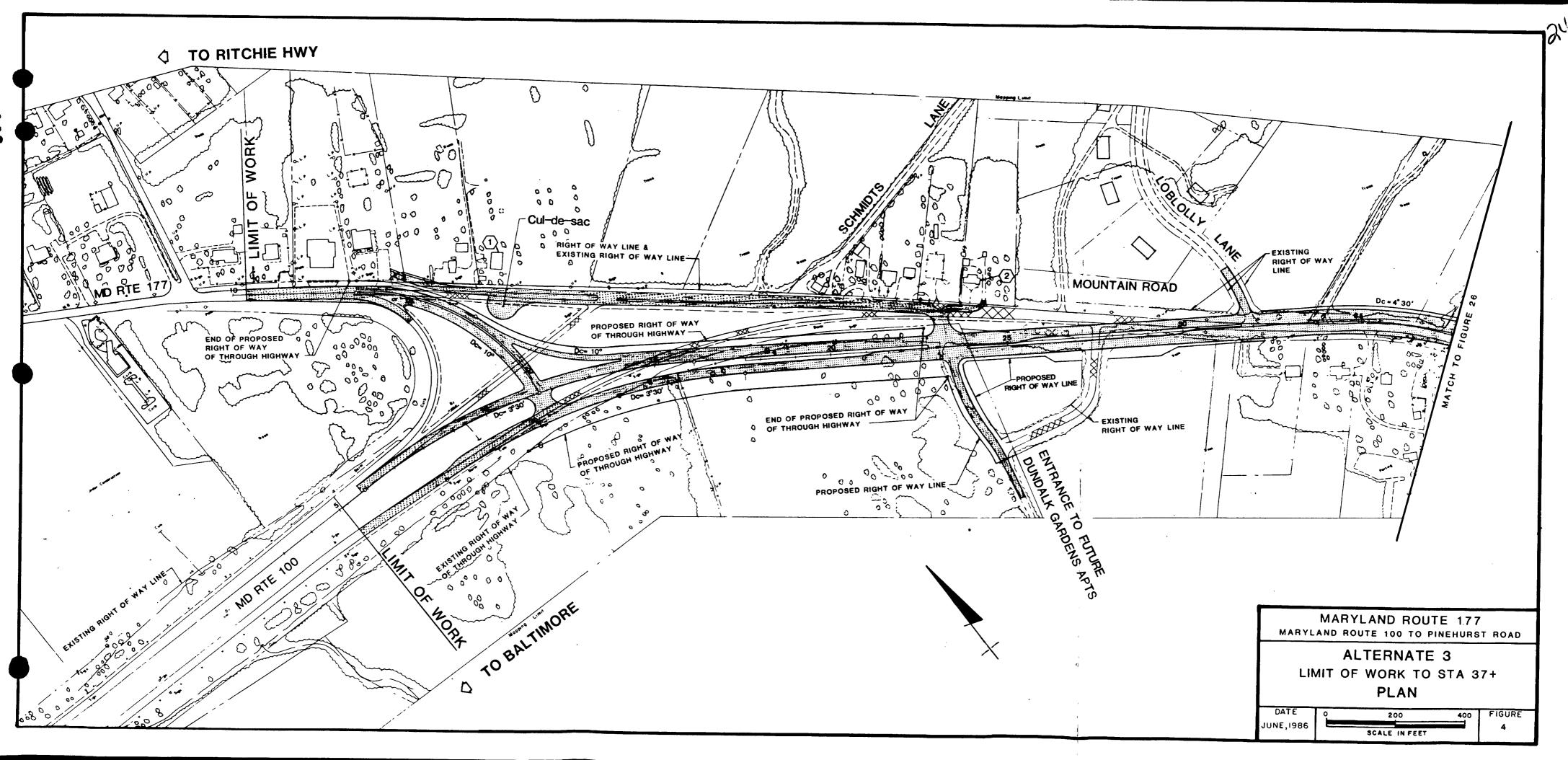
MARYLAND ROUTE 177 MARYLAND ROUTE 100 TO PINEHURST ROAD

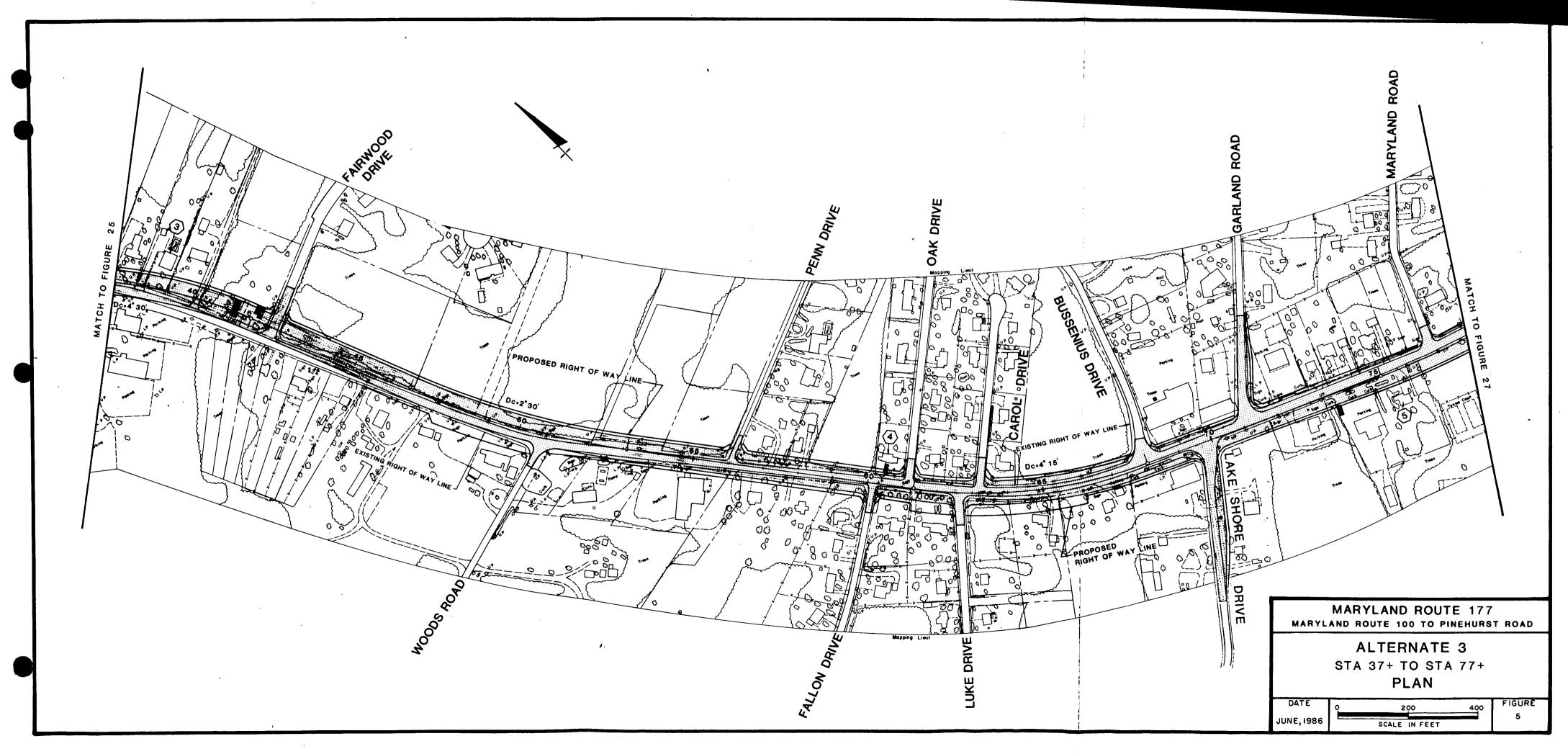
PLAN LEGEND

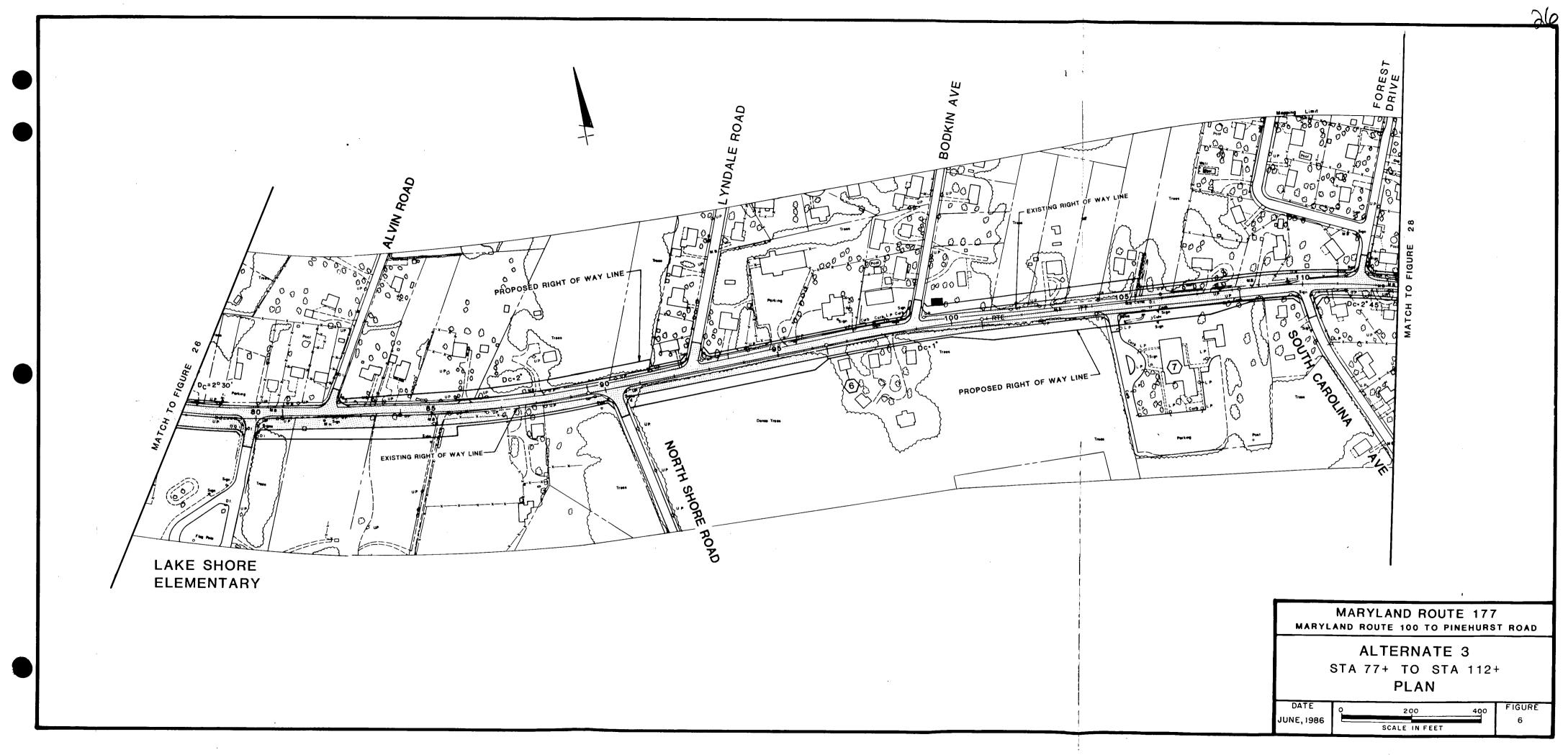
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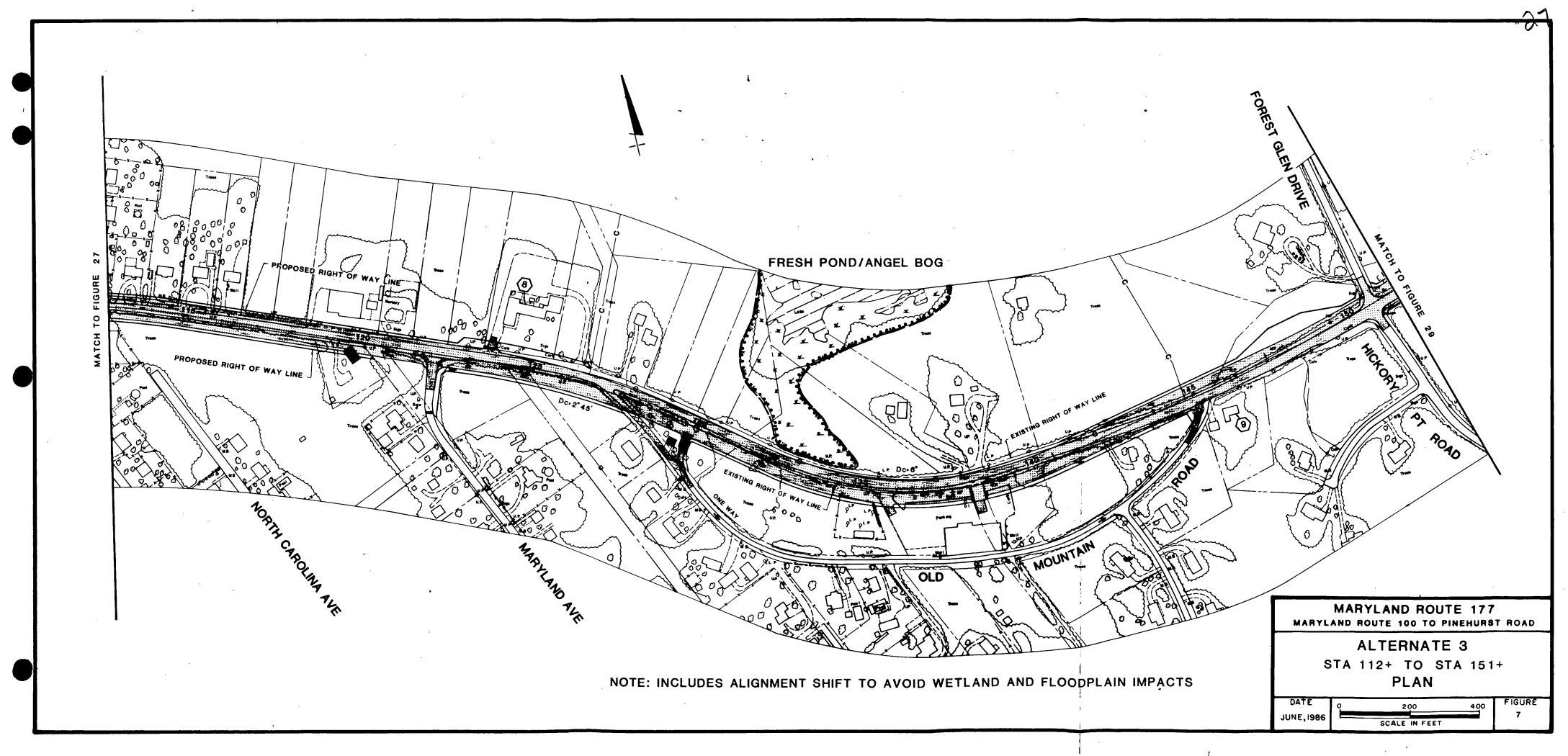
FIGURE

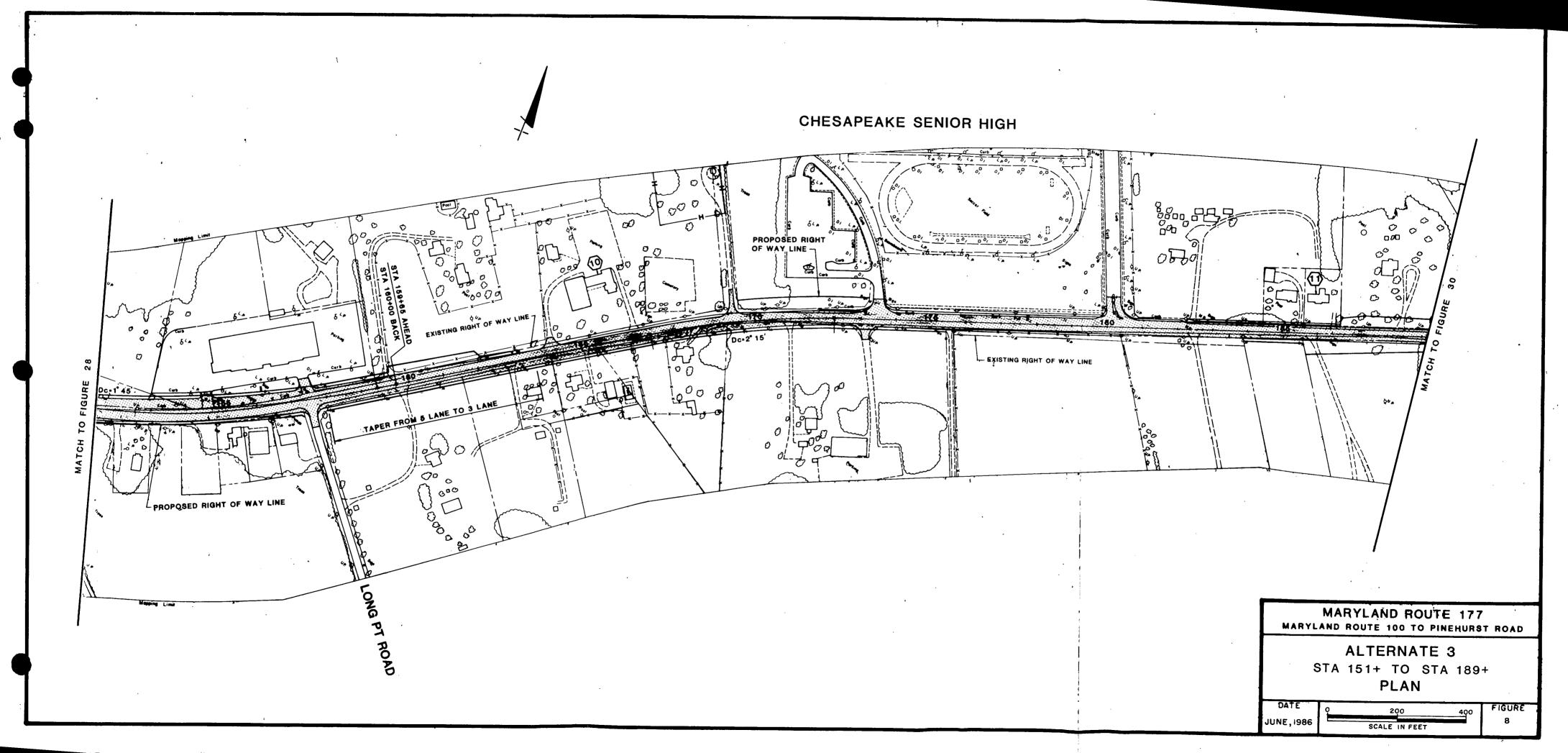
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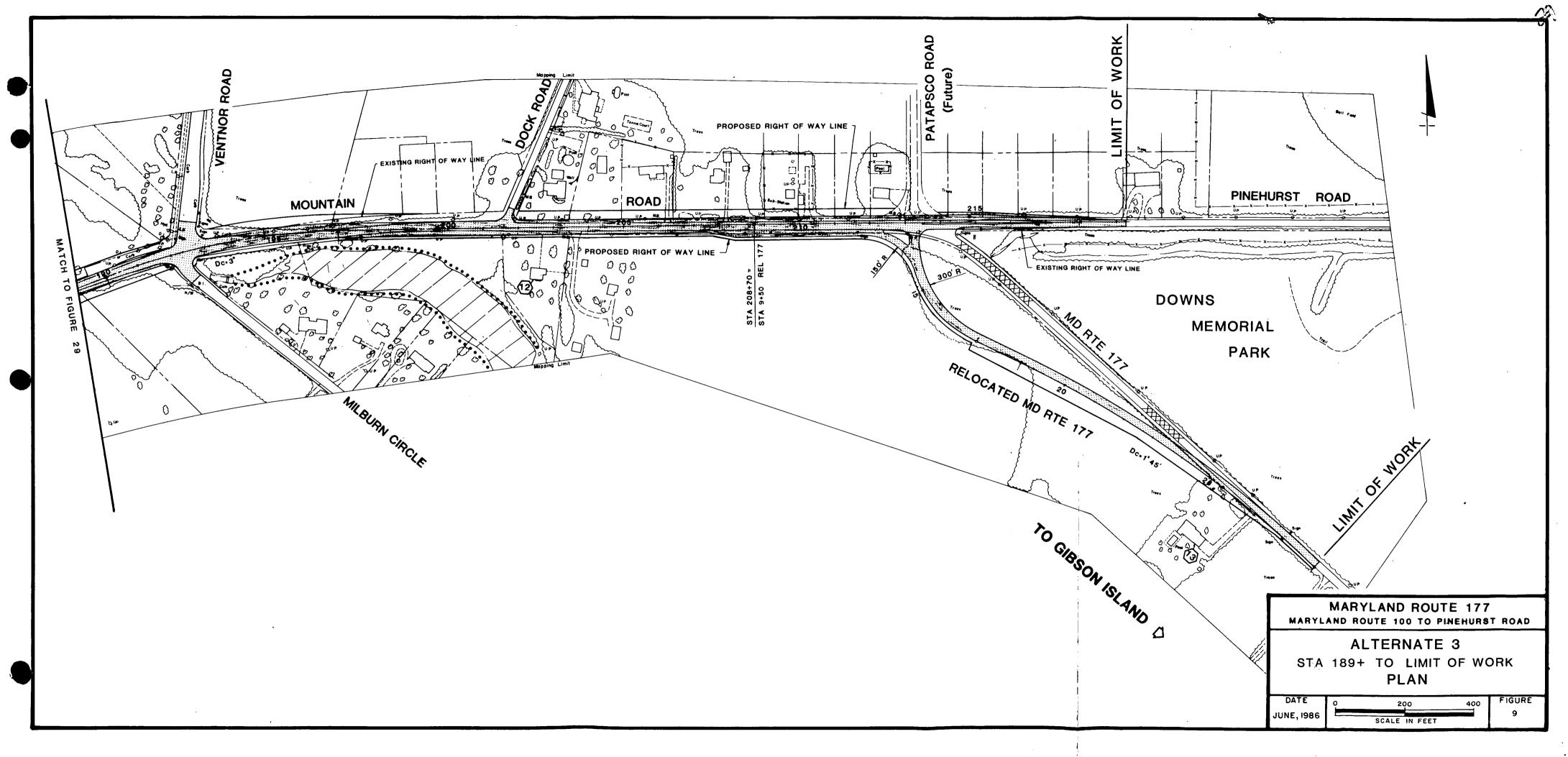


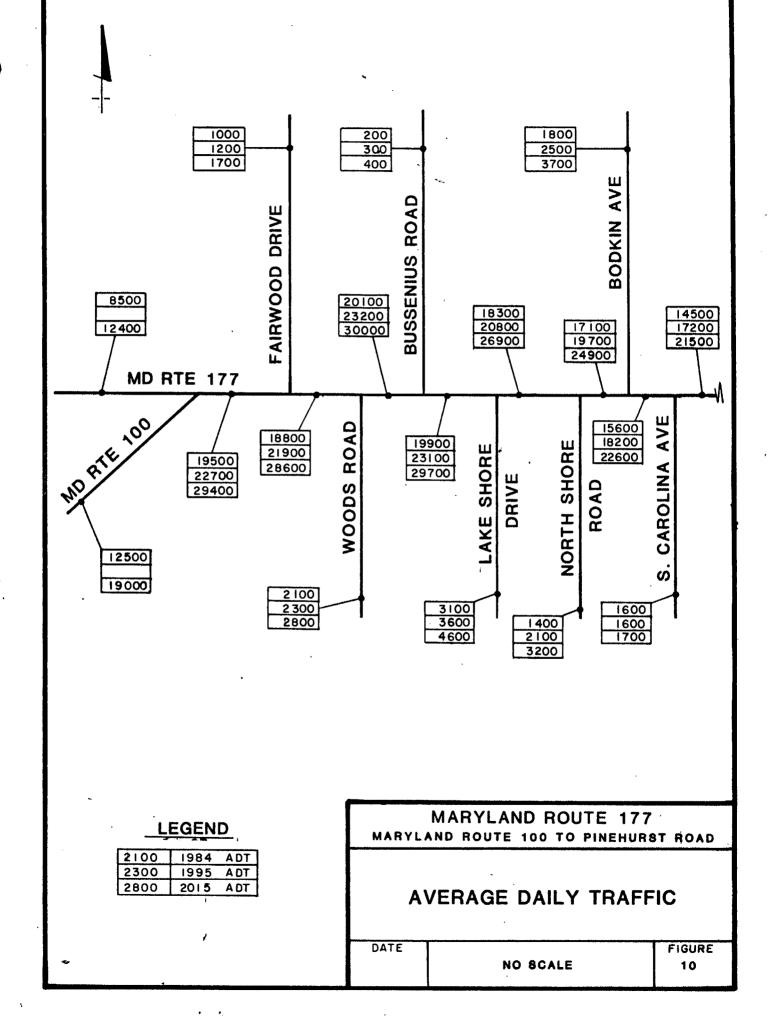


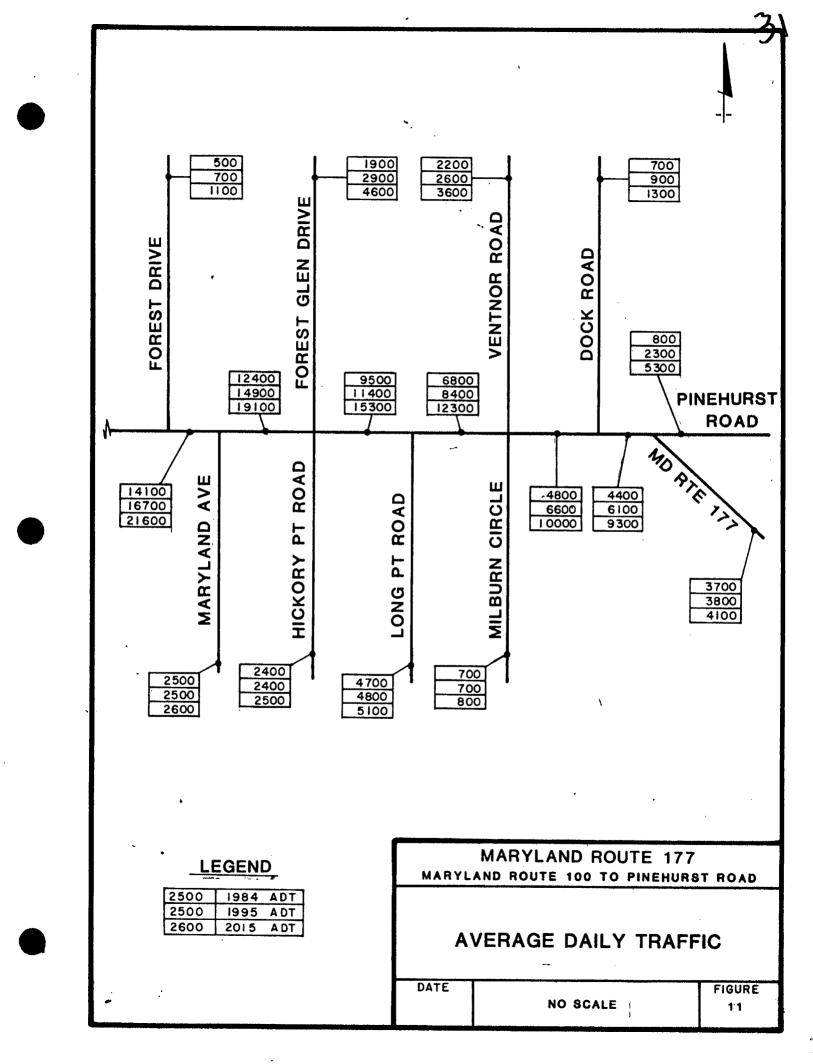












continued to utilize the existing paving of Maryland Route 100 and 177. This allowed for the maximum use of an existing section of Maryland Route 177 as a two-way service drive. This eliminated any relocation of Schmidts Lane and would avoid circuitous travel imposed on citizens and commercial establishments. Option 1 offers significant advantages in that it requires minimal right-of-way, utilizes Maryland Route 177 as a service drive, provides suitable access to development and does not sever residential properties. Affected citizens have expressed a preference for Option 1.

d. Selected Alternate

The Selected Alternate consists of Alternate 3 with the avoidance alignment at Angel Bog/Fresh Pond and the Option 1 Maryland Route 100/Maryland Route 177 intersection. The plans for the intersections of Maryland Route 177 with Lake Shore Drive and Pinehurst Road have been refined from those shown in the Environmental Assessment. These intersections were designed to accommodate traffic volumes greater than subsequent detailed traffic analyses predicted for the design year. By using the alignment of the existing intersection at Lake Shore Drive and modifying the geometry of the intersection at Pinehurst Road it is possible to both accommodate projected traffic volumes and reduce the right of way requirements and cost of the project. By not relocating the Lake Shore Drive intersection. the number of residential relocations is reduced by three (3) and the front entrance and parking lot of the group of small stores at the intersection will not have to be relocated to Lake Shore Drive.

2. Service Characteristics

a. Existing and Projected Traffic Conditions

The roadway segment from Woods Road to Bussenius Road has a maximum average daily traffic volume (ADT) of 20,100 vehicles. Traffic demand in this area is projected to increase to 30,000 vehicles per day by 2015. Existing and projected truck usage comprises 4% of ADT.

The ADT's for all alternates are shown in Figures 10 and 11.

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics and ranges from LOS "A" (Best) to LOS "C" (Minimum Desirable), to LOS "E" (Capacity), and LOS "F" (Worst or Forced Flow).

Below are the 1985 and projected 2015 Levels of Service at selected intersections within the project limits during A.M. and P.M. peaks:

Intersections	1985 LOS	No Build	2015 LOS Alt. 2	Alt. 3
Woods Road Road	F/F	F/F	B/C	A/C
Lake Shore Drive	F/F	F/F	A/B	A/B
North Shore Drive	F/F	F/F	A/B	A/B
South Carolina Avenue	F/F	F/F	A/A	A/A
Hickory Point Road	F/F	F/F	A/A	A/A
Long Point Road	E/E	F/F	A/A	A/A
Ventnor Road	D/D	E/E	A/A	A/A
Pinehurst Road	C /C	D/D	<u>A /A</u>	<u>A / A</u>

b. Existing and Projected Safety Conditions

Existing Maryland Route 177, from Maryland Route 100 to

Pinehurst Road experienced a total of 253 accidents for the three year period of 1982 through 1984, with an average accident rate of 414 accidents per 100 million vehicle miles of travel (accidents/100 mvm). This rate is significantly higher than the statewide average rate of 329 accidents/100 mvm for highways of similar design. These accidents resulted in an estimated accident cost of \$3.4 million/100 mvm. Listed below are the accidents indicating year and severity.

Severity	1982	1983	1984	Total
Fatal Accidents	0	2	0	2
Injury Accidents	40	47	47	134
Property Damage Only	34	35	48	117
Total Accidents	74	84	95	253

As indicated above, there were two fatal accidents. One of the fatal accidents, an angle collision, occured at the intersection of Maryland Route 177 and Forest Glen Drive, the other was a fixed object accident and occured just east of Ventnor Road.

Congestion and geometric deficiencies (sharp curves) are the major contributing factors to the accident experience. This is indicated by the fact that the rate of angle, rear end and fixed object accidents are significantly higher than the statewide average rates. These rates are listed below.

Manner of Collision	Existing Rate	Statewide Rate
Angle	70.41*	53.62
Rear End	101.52*	75.38
Fixed Object	137.55*	48.59
Opp. Direction	16.38	21.99
Sideswipe	22.93	22.01
Left Turn	21.29	30.51
Pedestrian	9.83	10.73
Parked	3.28	16.81

*Significantly higher than statewide average There were three sections of roadway meeting the criteria as

a High Accident Location (HAL) during the study period. These sections are listed below indicating year qualified and number of accidents experienced.

From .06 mile east of Alvin Road to .01 mile west of Forest Drive (1982-17 acc.)

From .17 mile west of Woodland Road to .02 mile west of Park Drive (1984-29 acc.)

From .02 mile west of Park Drive to .06 mile east of Alvin Road (1984-23 acc.)

It is expected that, along the new five-lane portion of the selected alternate, the rate of angle accidents will decrease by approximately 81 percent, rear end accidents by 54 percent and left turn accidents by 27 percent.

The three-lane portion of the selected alternate would experience reductions in the rate of angle accidents by 61 percent, rear end accidents by 8 percent, and left turn accidents by 27 percent. These reductions are determined when compared to the two-lane roadway now present. The selected Alternate is expected to experience an overall rate of 300 accidents/100 mvm with a cost savings of \$2.6 million/100 mvm when compared to the cost of the existing roadway's accident experience.

3. Design Characteristics

a. Three (3) Lane Curbed Section (Selected) The typical section for the three (3) lane curbed section
from Long Point Road to Pinehurst Road will consist of one (1)
outside lane of 14' in each direction and a continuous two-way
left turn center lane of 13'. This three (3) lane section will
be contained within a 55 foot minimum right-of-way.

b. Four (4) Lane Curbed Section The typical section for the four (4) lane curbed section

will consist of two (2) outside lanes of 14 feet in each direction and two (2) inside lanes of 12 feet in each direction. The roadway will be contained within a 66' minimum right-of-way.

Five (5) Lane Curbed Section (Selected) The typical section for the five (5) lane curbed section will consist of two (2) outside lanes of 14 feet in each direction, two (2) inside lanes of 12' in each direction and a continuous two-way left turn center lane of 13 feet. The roadway will be contained within a 79' minimum right-of-way.

4. Environmental Consequences

c.

a. Social and Economic Relocations

The Selected Alternate would require the acquisition of four (4) residences, three (3) of which are tenant occupied. Income levels of those displaced appear to be in the low to middle range.

The Selected Alternate would displace three (3) businesses. Two of the busineses, near Lake Shore Drive, appear to be tenant occupied; the third is a small vacant office building which was recently renovated. Up to ten (10) employees would be affected.

No elderly or handicapped individuals would be affected by the Selected Alternate. Several minority group members are employed by two of the displaced businesses.

All families and businesses would be relocated in accordance with the requirements of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970." A summary of the State's relocation assistance program is located in the Appendix. Al 1 the required relocations are expected to be accomplished without

any undue hardship to those affected. All relocations would be completed in a 12-18 month period and in a timely, orderly, and humane manner. The tenant occupied residential properties would require Housing of Last Resort to provide decent, safe, and sanitary replacement housing.

A survey of the local real estate market reveals there to be sufficient and suitable replacement housing in the Mountain Road area for those affected. However, replacement business sites are limited in the area. A greater number of replacement sites are available closer to and along Ritchie Highway (Maryland Route 2). No other Federal, State or local projects are foreseen which would affect the supply and availability of area replacement housing.

In addition to the relocations, strip right-of-way would be required from properties adjacent with Maryland Route 177 to accommodate the proposed widening. The Selected Alternate would require 34.98 acres of right-of-way.

Title VI Statement

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 planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in 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.

The Selected Alternate would improve access and reduce congestion allowing better traffic movement throughout the peninsula. Side streets and adjacent development would be more readily accessible. Emergency vehicle response time would be reduced as a result of increased capacity and accessibility. The project would not interfere with the continued operation of the Lake Shore Volunteer Fire Company.

The proposed reconstruction of the Y-split intersections at Maryland Routes 100/177 and Maryland Route 177/Pinehurst Road and the Maryland Route 177/Schmidts Lane and Maryland Route 177/Lake Shore Drive intersections would improve service and safety. The widening would reduce the potential for side friction with pedestrians and other non-vehicular traffic.

The proposed action also would improve access to Downs Memorial Park and coastal recreation areas along the peninsula.

Patterns of social interaction and community cohesion would not be affected by the Selected Alternate.

In general, the planned widening would improve access and travel to area businesses by improving congestion and ease of movement. Parking would be maintained at each business and on slope easement areas.

b. Land Use

The proposed project is consistent with the Anne Arundel County General Development Plan (1978) which indicates that future improvements to Marvland Route 177 would better accommodate existing and proposed development in the area. This project would not spur growth incompatible with that now planned.

c. Historic and Archeological

No historic or archeological sites on or eligible for the National Register of Historic Places exist in the project area, therefore no impacts are anticipated.

d. <u>Natural Environmental Impacts</u> Prime Farmland Soils

The Selected Alternate would affect approximately 8.5 acres of Prime Farmland Soils currently zoned for commercial and low density residential uses. According to land use plans none of the Prime Farmland Soils affected are planned for agricultural use.

There is no indication that any unique farmland soils are present within the study area.

This project has been coordinated with the Soil Conservation Service in accordance with the National Farmland Protection Policy Act.

Floodplains

Limits of the 100 year floodplain for surface waters within the study area are based on Federal Emergency Management Agency (FEMA) floodplain mapping for the area. The Selected Alternate will not entail any floodplain encroachments.

The use of standard hydraulic design techniques for all waterway openings which limit upstream flood level increases and approximate existing downstream flow rates will be utilized where feasible.

Use of state-of-the-art sediment and erosion control techniques and stormwater management controls will ensure that the Selected Alternate will not result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain.

Surface Water

No major stream crossings would be required for construction

of the Selected Alternate. Pipe and culvert extensions would be required at several locations to provide adequate roadway drainage.

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 Administraton (WRA) and the Department of Health and Mental Hygiene-Office of Environmental Programs (OEP).

The Fresh Pond impoundment/Angel Bog and surrounding wetlands are listed in the Maryland Critical areas study. This site abutts the existing Maryland Route 177 roadway for approximately 2000 feet. During construction, equipment will not be placed in a manner to impact the water quality and hydrology of this area. Strict application of stormwater management and sediment and erosion control measures will also be used to minimize impacts to this area and to Cooks Pond. There will be no encroachment on Fresh Pond/Angel Bog.

Terrestrial Habitat

The Selected Alternate will require 12.8 acres of woodland habitat. The loss of habitat is generally accompanied by a proportional loss in animal populations inhabiting the study area. Since existing land use in the study area is predominantly residential and commercial this loss of habitat is not considered significant.

Coordination with DNR, Wildlife Administration, and U.S. Fish and Wildlife Service indicates that there are no known

TABLE 2

CO CONCENTRATIONS * AT EACH RECEPTOR SITE, PPM

			995				2015		
	Receptor	1 H NO-BUILD	BUILD	8 H NO-BUILD	R BUILD	1 HI NO-BUILD	R BUILD	8 H	R BUILD
-	1	14.0	10.9	5.9	5.7	16.9	12.5	6.4	5.7
	2	13.4	11.3	5.8	5.7	15.7	13.2	6.3	6.0
	3	12.7	12.5	5.8	5.9	14.7	15.3	6.2	6.5
1	4	14.9	12.5	6.1	6.1	18.1	15.4	7.0	6.6
	5	12.8	11.5	5.7	5.8	14.7	13.5	6.1	6.1
n	6	12.2	11.7	5.8	6.0	13.6	13.6	6.3	6.4
	7	11.5	10.3	5.5	5.5	12.4	10.7	5.8	5.5
	8	10.8	10.3	5.5	5.5	12.2	10.6	5.7	5.4
	9	12.0	10.8	5.7	5.6	14.3	11.4	6.0	5.6
	10	9.8	9.8	5.3	5.4	10.2	9.8	5.4	5.4
	11	10.1	9.9	5.4	5.4	10.8	10.1	5.3	5.3
	12	9.5	9.4	5.3	5.3	9.6	9.3	5.2	5.1
	13	9.2	9.2	5.2	5.2	9.0	9.0	5.1	5.1

*Including Background Concentrations

The S/NAAQS for CO: 1 HR Maximum = 35 PPM

8 HR Maximum = 9 PPM

III-16

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populations of threatened or endangered plant or animal species in the study area.

Aquatic Habitat

No tidal wetlands are located in the project area. Non-tidal wetlands are located at Cooks Pond and Fresh Pond. The Selected Alternate does not encroach on wetlands at either location.

e. Air Quality

The results of the calculations of carbon monoxide (CO) concentrations at each of the sensitive receptor sites for the No-Build and the Selected Alternate are shown on Table 2. A comparison of the values in Table 2 with the State and National Ambient Air Quality Standards (S/NAAQS) shows that no violations will occur for the No-Build or Selected Alternate in 1995 or 2015 for the 1 hour or 8 hour concentrations of CO.

f. Noise

All thirteen (13) noise sensitive areas (NSA's) are associated with the No-Build Alternate and the Selected Alternate. The predicted Leq noise levels for the Selected Alternate increase 2 to 24 dBA over present noise levels and vary 0 to +6 dBA from the Leq noise levels predicted for the No-Build Alternate (see Table 3).

TABLE 3

Projected Noise Levels

Maryland Route 177

NSA	Description	Ambient Leq	Design Year No Build	r 2015 Leq 5-lanes
1	Residential	63	67	69
2	Residential	62	66	68
		III-17		

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3	Residential	66	64	68
4	Residential	65	67	69
5	Residential	63	65	69
6	Residential	65	66	69
7	Church	61	64	66
8	Church	60	62	64
9	Residential	62	64	64
10	Church	52	61	63
11	Residential	52	66	68
12	Residential	46	60	66
13	Residential	42	63	66

Under the Selected Alternate, there are (7) NSA's that will exceed FHWA noise abatement criteria (NSA 1, 2, 3, 4, 5, 6, and 11). There are four (4) NSA's that will experience a 10 dBA increase or more over ambient noise levels (NSA 10, 11, 12, and 13).

Noise abatement measures were considered for the 10 sites affected by this project. At each of these sites, however, private drives, commercial entrances and cross streets would introduce gaps and segmentation to the barrier system. These gaps would limit the potential noise reductions significantly (to 1 to 2 dBA). For these reasons, noise barriers are not feasible for this project.

Three of the sites (NSA 7, 8, and 10) are churches and one of them (NSA 10) is not air conditioned. The walls of the air conditioned churches will provide 20 - 30 dBA of attenuation of road noise while those of the church without air conditioning will provide 10 - 15 dBA of attenuation (windows assumed opened).

None of the churches will exceed interior noise abatement criteria, therefore noise insulation is not recommended.

The use of landscaping and plantings may be feasible for these sites and will be studied in further detail during the design phase of the project.

5. Implementation Costs

The estimated construction cost of the Build Alternates in terms of thousands of 1985 dollars are shown in Table 1 on page II-1.

C. Positions Taken

1. Elected Officials and Community Associations

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At the Public Hearing, the preferences of the elected officials and community associations were as follows:

Senator Phillip Jimeno	Alternate 3
Delegate John Leopold	Alternate 3
Delegate Kolodziejski	Alternate 3
County Councilman Ahern	Any Build Alternate
Greater Pasadena Council	Alternate 3
Milberg Community Board of Directors	Alternate 2A
North Shore Community Association	No-Build
Long Point Community Association	Alternate 3

2. Citizens

a. Alternates Public Meeting - January 14, 1986
 Approximately 173 citizens attended. At the Alternates
 Public Meeting the No-Build and three (3) build alternates were
 presented. The build alternates discussed were:

a) Alternate 2 (4-lane Curbed Roadway without Left Turn Storage Lanes at Major Intersection) b) Alternate 2A (4-lane Curbed Roadway with Left Turn Storage Lanes at Major Intersections)

c) Alternate 3 (5-lane Curbed Roadway)

All of the build alternates began at Maryland Route 100 and continued to Long Point Road. At Long Point Road a three (3) lane roadway with a continuous two-way center left turn lane was introduced to Pinehurst Road. As a result of the Alternates Public Meeting and further studies, Alternate 2 was dropped. The basis being that a four-lane roadway without left turn storage at major intersections is unacceptable for a high volume facility.

A Combined Location/Design Public - March 26, 1986

Approximately 166 citizens attended. Of those citizens who spoke, preferences were as follows:

No-Build	Alternate 2A	Alternate 3	
6	1	6	

During the time that the transcript was open for comments, 14 letters were received. The written preferences were:

No-Build	Alternate 2A	Alternate 3
5	2	7

D. Recommendation

Coordination with elected officials and interested citizens has continued to the present time. The State Highway Administration Project Development Division supports the recommendation of Alternate 3 Avoidance, the 5-lane roadway along with Option 1 for the Maryland Route 100/177 intersection. This is based on the following:

- Continuous two-way left turn lane is essential to service not only the ten major intersections, but numerous private and commercial driveways. (65 private-30 commercial)
- 2. Identical number of properties affected and displaced as Alternate 2A.
- 3. Any future secondary road tie-in would be easily accommodated by the 5-lane roadway.
- 4. The desirable aspects of a continuous 5-lane roadway when viewed from a traffic safety standpoint.

Option 1 Maryland Route 100/177 Intersection

- Existing Route 177 is utilized to the utmost as a two-way service drive.
- 2. Improved and convenient access to residences and businesses.
- 3. Eliminates circuitous access and inconvenient access for several properties.
- 4. Does not sever residential properties, rendering severed parcels useless to owners.
- 5. Preferred by citizens at Public Hearing.

IV. PUBLIC HEARING COMMENTS

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IV. PUBLIC HEARING COMMENTS

The Combined Location/Design Public Hearing was held on March 26, 1986 at 7:30 p.m. in the Chesapeake Bay Middle School in Pasadena, Maryland. The purpose of the Hearing was to present the results of the engineering and environmental analyses and to receive public comments on the project. Alternate 1 (No-Build), Alternate 2A (4-lane with Left Turn Lanes), and Alternate 3 (5-lane) were presented. Approximately 166 persons attended the Hearing and thirty (30) individuals made statements following the formal State Highway Administration presentation.

The following is a summary of the statements made and the responses given by the State Highway Administration. A complete transcript of all comments made at the Hearing is available for review at the Project Development Division, State Highway Administration, 707 North Calvert Steet, Baltimore, Maryland 21202. Written comments received subsequent to the Hearing are in the Correspondence Section.

- <u>Delegate John Leopold</u>: Supports Alternate 3 and opposes land development.
 <u>SHA Response</u>: Alternate 3 is the Selected Alternate. It is consistent with area land use plans.
- 2. <u>Senator Phillip Jimeno</u>: Improvements to Mountain Road are needed to meet the needs of existing residents and solve traffic congestion.

<u>SHA Response</u>: Alternate 3 will solve the existing traffic congestion on Mountain Road and is the Selected Alternate.

IV-1

- <u>Delegate Charles Kolodziejski</u>: Committed to Alternate
 3 but wants a gauge of public opinion.
 SHA Response: Alternate 3 is the Selected Alternate.
- <u>County Councilman Edward Ahearn</u>: Will support majority opinion. Wants shoulder on interim improvement.
 <u>SHA Response</u>: Interin improvement will have four foot shoulders on both sides.
- 5. <u>Juanita Ruth Malinowski</u>, 25 Lake Shore Drive: Concerned that relocation of Lake Shore Drive will require her house.

<u>SHA Response</u>: The Selected Alternate does not include the relocation of Lake Shore Drive.

- <u>Donald Lennox</u>: Supports Alternate 3.
 <u>SHA Response</u>: Alternate 3 is the Selected Alternate.
- 7. <u>Robert Fishbach</u>, Milbern Community Association: Supports Alternate 2A.

<u>SHA Response</u>: Alternate 3 is the Selected Alternate. Alternate 2A was not selected because of safety and service considerations.

- <u>Charles Kral</u>, Sillery Bay: Supports four lane or five
 lane Alternate.
 SHA Response: Alternate 3 is the Selected Alternate.
- 9. Mike Gabriel, Maryland Route 100 Mountain Road: Opposed to any widening of Mountain Road, but if he had to choose, prefers the five lane Alternate with Option #1.

SHA Response: Alternate 3 with Option #1 is the

IV-2

selected Alternate.

10.

<u>Tren Ward</u>, President of the North Shore Community Association: Wants to know cause of existing congestion, thought it might be the light at Lake Shore Road, and is concerned about communities on the southern side of Mountain Road making left turns onto Mountain Road.

<u>SHA Response</u>: Congestion is a result of an insufficient number of through lanes and increased development in the area. Congestion will increase. However, traffic lights may be warranted in the future at major intersections on Mountain Road.

11. <u>June Downey</u>, Mountain Road: Asked why there are utility poles on only one side of the road between Carroll Road and Maryland Route 100. Wanted to know which leg would have the right-of-way at the Mountain Road/Pinehurst Road intersection. Asked if she will have to move.

> <u>SHA Response</u>: The utility companies were able to use a common set of poles in that area. Pinehurst Road will have right-of-way at the Mountain Road/Pinehurst Road intersection. Acquisition of Ms. Downey's house for this project is not anticipated.

12. <u>Ed Bordner</u>, Lake Shore Volunteer Fire Company: Wants to know when definite answers will be available as to the effect of the project on the firehouse. <u>SHA Response</u>: Alternate 3 will require a strip approximately twenty (20) feet of right-of-way across the front of the firehouse property. Approximately 55 feet of apron will remain in front of the firehouse, which is adequate for the operation of the firehouse.

 Paul DiPietro, Long Point Improvement Association: The Association supports Alternate 3.

SHA Response: Alternate 3 is the Selected Alternate.

14. <u>Susan Morrison</u>, Gibson Island: Prefers Alternate 1. Believes Build Alternate would be similar to Ritchie Highway.

> <u>SHA Response</u>: Alternate 3, the Selected Alternate, is consistent with the Master Plans for the area and will not introduce growth that is not already planned.

- 15. Elmer Daubert, Mountain Road: Expressed dissatisfaction with safety and traffic conditions on the existing roadway. Concerned that interim improvements will increase flooding of his store. Didn't receive notification of interim improvements. <u>SHA Response</u>: The Selected Alternate will correct the deficiencies of the existing roadway. Appropriate procedures will be used to avoid additional runoff flow.
- 16. <u>Senator Phillip Jimeno</u>: Interim improvements were demanded by affected communities at community meetings. Supports interim improvement for short term and Alternate 3 for long term. <u>SHA Response</u>: Alternate 3 is the Selected Alternate. Construction of the interim improvements will begin in

mid-June and should be completed in the Fall.

IV-4

- 17. Elmer Daubert, Mountain Road: Opposes interim improvement. <u>SHA Response</u>: The interim improvements are needed to immediately relieve the existing congestion and safety problems. The interim improvements will be adequate until the ultimate (Selected Alternate) is constructed.
- 18. <u>Dave Williams</u>, Greater Pasadena Council: Supports interim improvements and Alternate 3. SHA Response: See response to #16.
- 19. <u>Sherry Morgan</u>, 181 Low's Way: Expressed concerns about left turns onto Mountain Road and children crossing Mountain Road. Questioned traffic projections.

<u>SHA Response</u>: The increased capacity provided by the Selected Alternate will introduce larger breaks in traffic. Pedestrian crosswalks will be provided when needed. The methodology used in the Baltimore Metropolitan area for forecasting traffic demands is called the 3-C process. This process, the Continuing Comprehensive and Cooperative Urban Transportation Planning Process, is the process mandated by Federal Law to be used in all major urban areas.

20. <u>Daniel Morrissey</u>: Supports interim improvement and Alternate 3.

SHA Response: See response to #16.

21. <u>Harold Kohcheski</u>, 145 South Carolina Avenue: Concerned that speeds will increase with Alternate 3. <u>SHA Response</u>: An increase in speed is not anticipated. The posted speed limit will remain at 40 miles per hour.

IV-5

- 22. Chris Riley, 275 Beach Road: Supports road widening and traffic lights.
 <u>SHA Response</u>: Alternate 3 consists of widening of existing Maryland Route 177 to five lanes. Traffic lights may be warranted in the future at major intersections on Mountain Road.
- 23. <u>Jack Feehley</u>, 444 Park Creek Road: Expressed concern about left turns onto Mountain Road and supports traffic lights.

SHA Response: See response to #19 and #22.

24. Lee Antonetti, 4524 Mountain Road: Supports extension of Maryland Route 100.
<u>SHA Response</u>: Extension of Maryland Route 100 is not

under consideration. See Page III-2.

- 25. Juanita Ruth Malinowski, 25 Lake Shore Drive: Expressed concern for the future of the fire station. <u>SHA Response</u>: The fire station will remain intact and will be able to operate as it currently does.
- 26. <u>Rick Goldberg</u>, 4540 Mountain Road: Concerned that speeds will increase under Alternate 3. <u>SHA Response</u>: The posted speed limit will be 40 mph as currently exists.
- 27. <u>Robert Tull</u>, 4542 Mountain Road: Wants to know if zoning will change with Alternate 3. <u>SHA Response</u>: Alternate 3, the Selected Alternate is consistent with area land use plans. The State Highway Administration does not control zoning. Zoning is a local governmental function.

IV-6

- 28. Leon Malinowski, 25 Lake Shore Drive: Expressed dissatisfaction with unavailability of final design details in the vicinity of the fire station. <u>SHA Response</u>: Details will become available during Final Design, and may be obtained by contacting the Project Engineer.
- 29. <u>Phyllis Mays</u>, 4627 Mountain Road: Concerned that Alternate 3 will lead to development. <u>SHA Response</u>: Alternate 3 is consistent with area land use plans.
- 30. <u>John Greiner</u>, Leatherly Plain: Supports the interim improvements and trial period prior to selecting an alternate.

<u>SHA Response</u>: Alternate 3 will be needed to meet the needs of longer term traffic volumes.

V. CORRESPONDENCE



Richard J. de Séve, 1914 Cavalier Circle, Crofton, Maryland 21114, telephone 721-1745

first new president His Febrer, 110 West Federal Street, Snow Hill, Maryland 21863, telephone 632-2640

ercond vice prezident Danah Goldbirum, \$11 Washington Street, Camberland, Maryland 21502, arleshene (301) 777-8085

corresponding secretary Joan Willey, 1028 Old Bay Ridge Road, Annapolis, Maryland 21403, telephone 267-0716

recording second David Dyjeck, 8035 Green Leaf Terrace, #13, Glen Barnie, Maryland 21051, telepho

Neal Fitzzatrick, 11822 Kim Place, Potomac, Maryland 20854, telephone 299-8404

MARYLAND CONSERVATION COUNCIL

March 27, 1986

William Hellmann, Secretary #Maryland Department of Transportation P.O. Box 8755

Daltimore, Maryland 21240

Dear Mr. Hellmann:

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Enclosed is s copy of our letter to Hal Ksssoff regarding our concern over the potential impact of the proposed up-grading of Md. Rt. 177 in Anne Arundel County upon Angel's Bog and Ffesh Pond.

We bring this to your attention because we are aware of your concern for the natural resources in Maryland and your commitment to minimizing adverse impacts upon them. We urge you to review the project with our concerns in mind and do everything you can to protect these special areaa.

We feel very fortunate to have a person of your sensitivity in the leadership of MDOT. Thank you for your consideration of this matter.

Sincerely.

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Ajax Eastman, Past President

RECEIVED APR 1 1986

SECRETARY OF TRANSPORTERNON



Maryland Department of Transportation

Harry Hughes APR 30 1988

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William K. Hellmann Secretory Re: Contract No. AA 396-101-571 Maryland Route 177 from Maryland Route 100 to Pineburst Road P.D.M.S. No. 023061

Ms. Ajax Eastman, Past President Maryland Conservation Council 112 East Lake Avenue Baltimore, Maryland 21212

Dear Ms. Eastman:

Thank you for your letter of March 27, 1986 expressing your concerns for the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog. The Maryland Department of State Planning designated Fresh Pond/Angel Bog as an Area of Critical State Concern in January, 1980. Be assured that the Maryland Department of Transportation State Highway Administration, in accordance with State and Federal regulations, has identified Fresh Pond/Angel Bog as an environmental concern during planning activities for the Maryland Route 177 project.

An Environmental Document for the Maryland Route 177 project consistent with applicable State and Federal regulations has been prepared. Compliance with State and Federal regulations ensures that full considerstion will be given to the potential impacts of the Maryland Route 177 project to Fresh Pond/Angel Bog and that every feasible and reasonable effort will be made to minimize or avoid impacts to this designated Critical Area.

Thank you again for your interest and input in the Maryland Route 177 project.

Sincerely.

75/ WILLIAM K. HELLMANN

William K. Hellmann Secretary

WKH: ih

cc: Mr. Hal Kassoff Mr. Neil J. Pedersen Mr. Edward Meehan

bcc: Mr. Louis H. Ege, Jr. Ms. Cynthia D. Simpson VMr. Frank DeSantis

My telephone number to (301) __859-7.397__

Talaphane TTY For The Deal (301) 859 - 7227 Post Office Box 8755, Baltimere-Weshington Internetional Airport, Maryland ; 21240-0755



Richard J. de Séve, 1914 Canalier Circle, Crofton, Maryland 21114, telephone 721-1745 Just Story president 110 Element 10 New York Seven Seven Util Mendon (2114) selephone 512,2540

Has Febrer, 110 West Federal Street, Snow Hill, Maryland 21843, telephone 432-2640 secund vice president

Donald Goldbiom, 511 Washington Street, Camberland, Maryland 21502, elephone (301) 777-8085

corresponding accrowy Joan Willey, 1028 Old Bay Ridge Road, Annapolin, Maryland 21403, telephone 267-0716

pecarolleg secretary David Dyjack, 8035 Green Lest Terrace, #13, Gien Barnie, Maryland 21061, telephone 969-1877

Neal Fitzpatrick, 11822 Kim Place, Potomac, Maryland 20854, telephone 299-8494

MARYLAND CONSERVATION COUNCIL

March 27, 1986

Mr. Hal Kassoff, Administrator State Highwey Administration Maryland Department of Transportation P:O. Box 8755 Baltimore-Washington International Airport Baltimore, Maryland 21240

Dear Mr. Kassoff:

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The Maryland Conservation Council was unable to attend the hearing on the State Highwey Administration's proposed improvements to Maryland Route 177 in Anne Arundel County lest evening; however we are writing to express our deep concern-over the potentially devastating impact this project could have on Angel's Bog and Fresh Pond.

We ere distressed that documents prepared by MDOT concerning this project make no mention of: the importence of the bog and pond; the edverse impects that this project would most probably create either during construction or efter its completion; and mitigating measures to minimize the predictable impacts.

The value of Angel's Bog is well documented in the <u>Catalogue</u> of <u>Natural Arees</u> by Maryland Department of State Planning, 1968 and is particularly importent as habitet for et least three plants in danger of extinction in Meryland, the pitcher plant, leather leaf, and pipewort. The bog edditionelly represents the nothernmost range of southern species of swamp magnolie end the southernmost range of such nothern species as sundews, pitcher plants, cranberries, and leether leaf.

These special natural areas and their surrounding buffer zones ere rapidly disappearing from our Maryland haritage. The remaining areas need to be protected for future generations in order that they may better understand Maryland's historic natural features.

Development which disturbs the buffers or drainage patterns of these special areas will result in their ultimets demise. Therefore, we request that MDOT produce an assessment of: Angel's Bogvand Fresh Pond & the potential impact of the roed project on those areas caused by eltering drainage systems, roed runoff, cleering, etc. We would also request plans for avoiding destruction of the bog or minimizing impacts. Please add the Meryland Conservation Council) testimony to the record and forward any information on the project to me at the following address:

> 112 E. Lake Avenue Baltimore, Maryland 21212

> > Sincerely

Ajax Eastman, Past President

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		Maryland Department of Transportation	
		State Highway Administration	William K. Hellmann Secretary
		APR 2 3 1995	Hal Kassoff
This is in response to the letter on the ecceding page.		Re: Contract No. AA 396-101 Maryland Route 177 from Maryland Route 100 to Pinehuret Road	a -
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		Baltimore, Maryland 21212	5 0,20
	4	Dear Me. Eactman:	SION SION SION
		Thank you for your letter of March 27, 1986 expr concerns of the Maryland Concervation Council for the impacte of the Maryland Route 177 project on Freeh Po Bog.	eesing the potential nd and Angel
		An Environmental Accecement for the Maryland Rou project hac heen prepared in compliance with applicab Federal regulations.	te 177 le State and
		The Maryland Route 177 project will include plan ment and erceion control and etormwater management wh reviewed by the Department of Natural Recourcee and t ment of Realth and Mental Rygiene. These plans will measures to ensure that impacts to the water quality ogy of Freeh Pond and Angel Bog are minimized.	ich will he he Depart- include
		Alignmente which avoid right-of-way aquicition f. Pond and Angel Bog have been developed for each Build A decision on the feasibility of the avoidance alignme eelection of an alternate for construction is expected summer.	Alternate.
		Thank you again for your intereet in this project	t .
		Sincerely,	
		ORIGINAL SIGNED SY: HAL KASSOFF Hal Kaceoff Administrator	
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	ł	•	
-	ł	cc: Mr. Neil J. Pedereen /Mr. Edward Meehan JMr. Louie R. Ege, Jr.	١
		My telephone number is 659-1111	
	• •	Teletypewriter for impaired Hearing or Speech	
	,	383-7555 Baltimore Metro 565-0451 D.C. Mstro 1-800-492-5082 Stetewide Tol	Eree
		P.O. Box 717 / 707 North Caivert St., Baltimore, Meryland 21203 - 0717	- F 100

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94 Church Road Arnold, MD 21012

April 6, 1986

Mr. Hal Kassoff, Administrator State Highway Administration MD State Dept. of Transportation 707 N. Calvert Street Baltimore, MD 21202

Dear Mr. Kassoff:

I am writing to you to share my concerns for the area known as Angel's Bog. As you know this sensitive place is adjacent to the proposed Route 177 expansion project.

Angel's Bog is one of the few remaining Anne Arundel County bogs containing northern plant species at their southern extreme (such as cranberries, sundews and pitcher plants) and southern species, including swamp magnolia, toward the northern extreme of their range. This 60-acre bog and its adjacent 20-acre pond and surrounding deciduous forest of oak, hickory and tulip poplar is a significant ecological and educational resource and deserves all possible protection from the proposed Route 177 expansion project.

Some points that should be included as the proposal progresses:

1. There is a need for an adequate Maryland Environmental IMpact Assessment for the project;

2. State-of-the-art drainage control should be used to minimize runoff from road improvement during and after construction;

3. Existing sources of water for the Bog and Pond should NDT be cut off; and

4. No new encroachment on Bog-buffering lands should be allowed.

1 respectfully request your leadership in seeing these tasks are carried out.

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ATE HWY ADE Sincerely, APR 86 2: 11 1986 (Mrs.) Susan H . Youngs 7-34 "OFFICE OF PLANL

See SHA response on the following page.

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APR 28 1986

Be: Contract No. AA 395-101-571 Maryland Route 177 from Maryland Route 100 to Pineburst Road P.D.N.S. No. 023061

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Mrs. Susan H. Youngs -94: Church Road "Arnold, Maryland 21012

Dear Mrs. Toungs:

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Thank you for your letter of April 6, 1986 expressing your concerne regarding the potential impacts of the Maryland Bonte 177 project on Freeh Pond/Angel Bog. The Maryland Department of State Planning designated Freeh Pond/Angel Bog as an Area of Critical State Concern in January, 1980. Be accured that the Maryland Department of Transportation - State Highway Administration in accordance with State and Federal regulatione, has identified Fresh Pond/Angel Bog as an environmental concern during planning activities for the Maryland Route 177 project.

An Environmental Assessment for the Naryland Route 177 project has been prepared in compliance with applicable State and Federal regulations.

The Maryland Route 177 project will include plane for sediment and erosion control and etormwater management which will be reviewed by the Department of Natural Resources and the Department of Bealth and Mental Hygiene. These plans will include measures to ensure that impacts to the water quality and hydrology of Fresh Pond and Angel Bog are minimized.

Alignments which avoid right-of-way aquisition from Fresh Fond and Angel Bog have been developed for each Build Alternate.

Compliance with State and Federal regulations ensures that full consideration will be given to the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog and that every Mrs. Susan R. Toung Page 2 APR 28 19

feacible and reasonable effort will be made to minimize or avoid impacts to this designated Critical Area.

Thank you again for your interest in the Maryland Boute 177 project.

Bincorely Original Signed By: HAL KASSOFF

> Hal Kaesoff Administrator

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co: Mr. Hell J. Pedersen Mr. Edward Meshan

bcc: Mr. Louis H. Ege, Jr. Ms. Cynthia D. Simpson Mr. Frank DeSantis

659-1111

11626 - 35th Place Beltsville MD 20705 March 30 1986

Mr William K Hellmann Secretary Maryland Department of Transportation P O Box 8755 Baltimore-Washington International Airport Baltimore MD 21240

Dear Mr Hellmann

s,

We are concerned that Angel's Bog [half a mile west of Hickory Point Road and Forest Glen Drive on Route 177 (Mountain Road)] may inadvertantly be destroyed by road improvements. Angel's Bog is one of the very few remaining natural bogs in Maryland. Every effort should be made to preserve thie fragil ecological treasure.

In proparing your Environmental Impact Assessment please take into account all measures needed to protect Angel's Bog from road-building chemicals and debris.

Sincerely yours

Robert L Caswell

Ellen & Ca

Ellen W Caswell

SECRETABY OF TRANSPORTATION

	Maryland Department of I	Transportation	Harry Hughes
	The Secretary's Office	¹ APR 24 1986	Governor
-		1	William K. Hellmann
	Re :	Contract No. AA 396-101 Maryland Route 177 from Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061	
Mr. H	obert L. Caswell	1	DE Apr 25
Ms. E	llen W. Caswell	1	مرجم بي
	35th Place ville, Maryland 20705	1	P 45
,Dear	Mr. and Ms. Caswell:	1	

Thank yon for your letter of March 30, 1986 expressing your concerns regarding the potential impacts of the Maryland Boute 177 project on Fresh Pond/Angel Bog. The Maryland Department of State Planning designated Fresh Pond/Angel Bog as an Area of Critical State Concern in January, 1980. Be assured that the Maryland Department of Transportation - State Highway Administration, in accordance with State and Pederal regulations, has identified Fresh Pond/Angel Bog as an environmental concern during planning activitiee for the Maryland Boute 177 project.

An Environmental Document for the Maryland Route 177 project consistent with the applicable State and Federal regulations has been prepared. Compliance with State and Federal regulations ensures that full consideration will be given to the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog and that every feasible and reasonable effort will be made to minimize or avoid impacts to this designated Critical Area.

Thank yon again for your interest in the Maryland Route 177 project.

Sincerely,

/S/WILLIAM K. HELLMANN

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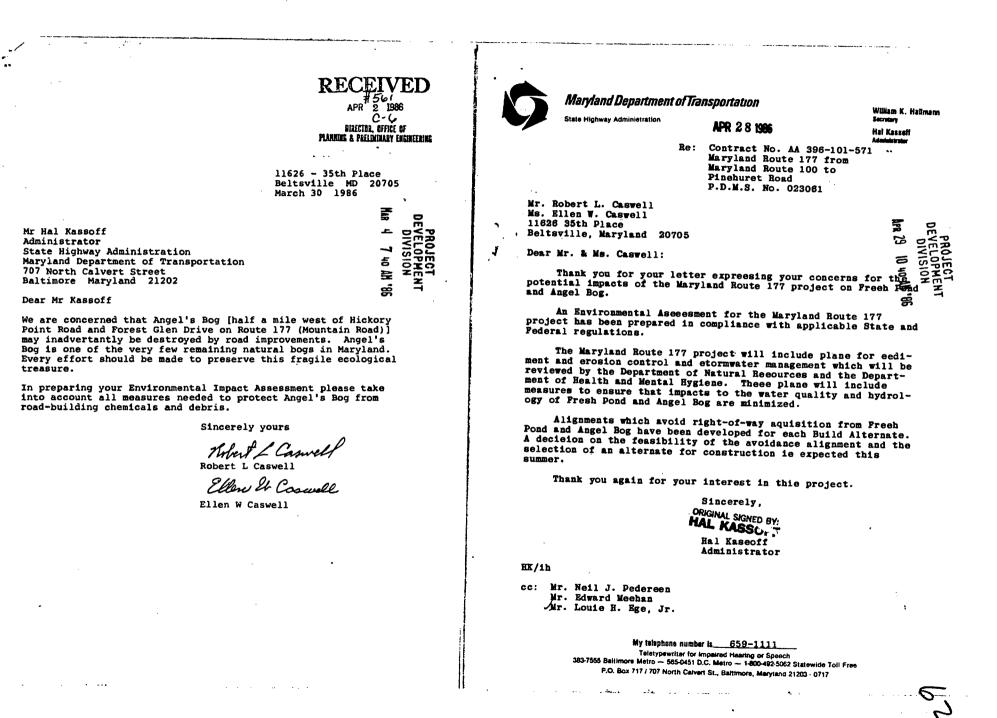
William K. Hellmann Secretary

WKH:1h

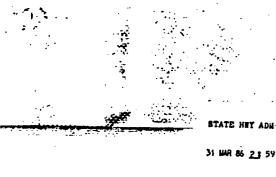
cc: Mr. Hal Kassoff Mr. Neil J. Pedersen

bcc: Mr. Edward H. Meehan Mr. Louie H. Ege, Jr. Mr. Frank DeSantis

> My totophano number in (301) <u>859–7397</u> Totophano TTY For The Douff (301) 859 -7227 Past Office Box 6753, Baltimore-Washington International Alegers, Maryland ; 21340–6735



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C-113 DIRECTDA, DIFICE OF PLANNING & PELLISIPARY ENGINEERING

1 1986

APR

THE ST STATES

Mr. Hel Kassoff, Administrator
 Btote highway Administration
 Ma. Dept. of Transportation
 707 N. Calvort St.
 Baltimoro, 24. 21202

Door Mr. Kassoffs

Ploss consider this part of your HEARING records Betanists used to come from many stotes to study Suitland Bog. It has been "improved" out of oxistance. A bog is a fragile acid wetland that has such northern plents es sphagnum, sundews and pitcher plants.

Angel's Bog (2 mile west of Hickory Pt. Rd. and Forest Glen Drive on Rt 177 (Mountain Read) is about the lest coastal plein bog in Maryland. The 60 acre bog is now buffored by a surrounding woods and Fresh Pond.

Such road building chemicals as concrete losching into the surroundings would destroy the unusual hebitet.

Your Environmental Impact Assossment should recognize the full threat.

The wory best possible controls will be necessary during and after construction to prevent doeth of the cherished bog.

Your plans should recognize the water enurces for the pend and log and make sure these seurces are not impeired.

A bog is small, but it can not exist without bufforing lend.

Sincerely, Eleanor & Robbins







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APR 2 1986

7902 Brooklyn Bridge Kd. Laurel, M. 20707 Mar. 35, 1936

OF TRANSPORTANCE

Mr. William E. Hellmann, Secretary Dept. of Transportation P.O. Bux 8765 Balt.-Mash. Int. Airport, Salt. 21240

Dear Mr. Hellmann:

Botanists from many states used to study Suitland Bog. It has been "improved" out of existance. A bog is a fregile coid wetland that has such northern plants as sphagnum, sunders, and pitcher plants.

Angol's Bog (g mile west of Hickory Pt. Rd. and Forest filen Drive on Mt 177 (Mountain Rood) is about the last coestal plain bog in Maryland. The 60 aero bog is now buffared by a surrounding woods and Fresb Pond.

Such road building chemicals as concrete leaching into surroundings would destroy the unusual bibitat.

Your Environmontol Impset Assessment should recognize the full threat.

The wory best possible controls will be needed during and after construction to prevent death of this oberished bog.

Your plans should recognize the water sources for the pend and one and make sure these sources are not impaired.

A bog is smell, but it can not exist without buffering land.

Shoursly,

Eliano C. Rollins

contra

William K. Helimann

Secretary

Hal Kassati

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Maryland Department of Transportation

State Highway Administration

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APR 28 1986

Rs: Contract No. AA 396-101-571 Maryland Route 177 from Maryland Route 100 to Pinchurst Road P.D.M.S. No. 023061

Me. Eleanor C. Robbins 7902 Brooklyn Bridge Road Laurel, Maryland 20707

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Dear Me. Robbine:

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PROJECT Thank you for your lettere of March 24, 1986 and March 25, to Secretary Hellmann and me expressing your concerns 1986 to Secretary Hellmann and me expressing your concerns regarding the potential impacte of the Maryland Route 177 project z on Fresb Pond/Angel Bog. The Maryland Department of Stats Planning deeignated Frssh Pond/Angel Bog as an Area of Critical State Concern in January, 1980. Bs asseured that the Maryland Department of Transportation - Stats Highway Administration in accordance with State and Federal regulatione, hae identified Presh Pond/Angel Bog as an environmental concern during planning activitiee for the Maryland Routs 177 project.

An Environmental Aseeesment for the Maryland Route 177 project bas been prepared in compliance with applicable State and Federal regulations.

The Maryland Route 177 project will include plans for sediment and sroeion control and etormwater management which will he reviewsd by the Department of Natural Resourcee and the Department of Health and Mental Hygiens. These plane will include measuree to ensure that impacts to the water quality and hydrollogy of Frseb Pond and Angel Bog are minimized.

Alignmente which avoid right-of-way acquieition from Frssh Pond and Angel Bog have been developsd for each Build Altsrnate.

Compliance with State and Federal regulations ensuree that full coneideration will be given to the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog and that svery Ms. Eleanor C. Robbine Page 2

APR 28 MM

feasible and reasonable effort will be made to minimize or avoid impacte to this designated Critical Area.

Thank you again for your interest in the Maryland Route 177 project.

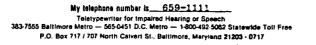
Sincersly,

ORIGINAL SIGNED BY PAL KASSOFF Hal Kaeeoff Adminietrator

HE/ih

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co: Mr. Neil J. Pedereen Mr. Edward Meehan JMr. Louie H. Ege, Jr.



MARYLAND WILDLANDS COMMITTEE

5430 Patterson Road + Hydes, Maryland 21022

21 March 1986

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Mr. Hal Kassoff, Administrator State Highway Administration Department of Transportation P.O.Box 8755 Baltimore-Washington International Airport Baltimore, Maryland 21240

Dear Mr. Kassoff:

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TATE HWY ADE MAR 26 1986

BRECTUR, OFFICE OF

The Maryland Wildlands Committee is especially concerned about in the road widening and other improvements to Maryland Route 173/ 2 Mountain Road in the vicinity of Angel's Bog and Fresh Pond O mile's eastsoutheast of Jacobsville in Anne Arundel County).

Since the Location/Design Public Hearing pamphlet does not label tha location of bog or pond and since its taxt states that "No known populations of any threatened or endangered plant or animal species exist in the project area", State Roads planners seem not to realiza the significance of the Angel's Bog/Fresh Pond area or the degree of endangerment it will be exposed to by read improvements in its nearby watershed. The bog's plant community is relatively rare in Maryland. It does include northern species at their southern extreme,(such are sundew, pitcher plant, cramberry, and leatherleaf) and also southern range. At least three species are actually in danger of extinction in Maryland; one of these the leatherleaf (Chamaedaphnae caliculata) occurs in only 3 locations.

Furthermore, Angel's Bog, Fresh Pond, and the best of the surrounding woodlands (including the oak/hickory/tulip poplar with holly in the understory along MD RTE. 177) taken as an integral unit, offer a marvelous ecological and educational opportunity to the State of Maryland. Here is a piece of particularly valuable natural heritage.We hope you will join us in taking up the challenge to preserve it to the best of our ability. It's bound to require both dollars and sense.

We see the need for an unusually careful Maryland Environmental Assessment. We hope for a state-of-the-art drainage control system, so that run-off from the road improvements during and after construction will have minimal adverse effect on bog and pond. The natural surface water sources and ground water sources may require special handling in order to maintain water quality and water flow. And it seems only provident, considering the practical inevitability of future road demands, to make no new encroachments on the existing bog-buffering land to the north of MD RTE. 177.

Angel's Bog and Fresh Pond and its buffering land deserve all possible protection from road-building hazards. We hope you can devise a plan that will preserve this fragment of our Maryland heritage while providing adequate improvement of MD RTE. 177. Sincerely.

Sincerely,

Chy and K. Hartline, Chairman

See SHA response on the following page.



Maryland Department of Transportation

State Highway Administration

APR 1 1 5001 Multan K. Helimann Secondary Hardina Contract No. AA 396-101-571 Maryland Route 177 from Maryland Route 100 to Pinchurst Road

Ms. Elizabeth K. Hartline, Chairman Maryland Wildlands Committee 5430 Patterson Road Hydes, Maryland 21082

Dear Ms. Hartline:

Thank you for your letter of March 21, 1986 expressing the concerns of the Maryland Wildlands Committee for the potential impacts of Maryland Route 177 project on Fresh Pond and Angel Bog.

P.D.M.S. No. 023061

An Environmental Assessment for the Maryland Route 177 project has been prepared in compliance with applicable State and Federal regulations.

The Maryland Route 177 project will include plans for sediment and erosion control and scormwater management which will be reviewed by the Department of Natural Resources and the Department of Health and Mental Hygiene. These plans will include measures to ensure that impacts to the water quality and hydrology of Fresh Pond and Angel Bog are minimized.

Alignments which avoid right-of-way aquisition from Fresh Pond and Angel Bog have been developed for each Build Ms. Elizabeth K. Hartline Page 2 (APR 1 1 1988)

Alternate. A decision on the feasibility of the avoidance alignment and the selection of an alternate for construction is expected this summer.

Thank you for your interest in this project.

Sincerely,

Hal Kassoff Administrator

HK:ih

cc: Mr. Neil Pedersen Mr. Edward Meehan Mr. Louis H. Ege, Jr.

bcc: Ms. Cynthia D. Simpson JMr. Frank DeSantis

My telephone number ts 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 Calveri SL. Baltimore, Marylend 21203 - 0717

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MARYLAND WILDLANDS COMMITTEE

5420 Patterson Read o Hydes, Maryland 21082

20 March 1986

Secretary Wiiliam Hellman Department of Transportation P.O.8ox 8755 Baitimore-Washington International Airport Baitimore, Maryland 21240

Dear Mr. Helimann:

The Maryland Wildiands Committee is especially concerned about, the road widening and other improvements to Maryland Route 177/ Mountain Road in the vicinity of Angel's Bog and Fresh Pond (3 miles east-southeast of Jacobsviile in Anne Arundel County).

Since the Location/Design Public Hearing pamphlet does not iabei the location of bog or pond and since its text states that "No known populations of any threatened or endangered plant or animal species exist in the project ares", State Roads planners seem not to realize the significance of the Angel's Bog/Fresh Pond area or the degree of endangerment it will be exposed to by road improvements in its nearby watershed. The bog's plant community is relatively rare; it includes at least one species, the leatherleaf (Chamaedaphnae caliculata) in danger of extinction in Maryland.Furthermore, bog, pond and the best of the surrounding woodlands(including the oak/hickory/tulip popiar with holly in the understory along MD RTE.177)taken as an integral unit, offer a marveious ecological and educational opportunity to the State of Maryishd - provided we don't 'blow it'.

Please do not consider this is too trivial a matter, for your interest in the protection of the Angel's Bog area is probably critical to its survivai. State-of-the-art technology, plus determination, ought to be able to provide the essential insights and precautions to preserve this fragment of our Maryland heritage while providing sdequate improvement of MD RTE. 177.

We think we now have Maryiand's most enlightened Department of Transportation. I hope the nandling of Angei's Bog proves us right.

Sincerely,

Chymrich Marthur Elizabeth K. Hartline, Chairman



MAR 26 "

MCRETARY

OF TRANSPORTATION

HWY ADM

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5	Maryland Department of Ti	ansportation	Harry Hughes		
	The Secretary's Office	APR 14 1988	Governor		
			William K. H Secretary	lelimosn	
	Re:	Contract No. AA 396-101- Maryland Route 177 from Maryland Route 100 to Pinehurat Road P.D.M.S. No. 023061	571 ·	DEVE	
5430	lizabeth K. Hartline, Ch and Wildlanda Committee Patterson Road , Maryland 21082	airman	9 14 AN 1	ROJECT	
Dear 1	Me. Hertline.		ŝ	- .	

Dear Ms. Hartline:

Thank you for your letter of March 20, 1986 expressing your concerns regarding the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog. The Maryland Department of State Planning designated Freah Pond/Angei Bog as an Area of Critical State Concern in January, 1980. Be assured that the Maryland Department of Transportation - State Highway Administration, in accordance with State and Federal regulations, has identified Fresh Pond/Angel Bog as an environmental concern during planning activities for the Maryland Route 177 project.

An Environmental Document for the Maryland Route 177 project consistent with the applicable State and Federai regulations has been prepared. Compliance with State and Federai regulations ensures that full consideration will be given to the potential impacts of the Maryland Route 177 project on Fresh Pond/Angel Bog and that every feasible and reasonable effort will be made to minimize or avoid impacts to this designated Critical Area.

Thank you again for your interest in the Maryland Route 177 project.

Sincerely.

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/S/ WILLIAM K. HELLMANN

Wiiliam K. Helimann Secretary

WKH: 1h

cc: Mr. Hai Kassoff Mr. Neil J. Pederaen

bcc: Mr. Edward H. Meehan Mr. Louis H. Ege, Jr. Mr. Frank DeSantis

> aphone member in (301) <u>859-73</u>97 Tolophane TTY For The Doof (281) 859 - 7227 Past Office Bas \$755. Baltimers-Rashie

4701 Mountain Read Pacadana, Maryland 21122 March 18, 1986

Mr. Neil J. Pedsrsen, Dirsstor Office of Planning & Preliminary Engineering State Highway Administration 707 N. Calvert Street Baltimors, Maryland 21202

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Dear Mr. Pedersen;

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I attended the hearing at Chseapeake High School for the alternate plane to widen Mountain Road. The proposed five lane highway with sidewalks does not ssen in anyway to be a fair and equable solution to the traffic problem, .

This is a rural area and we residents want to keep it that way. A five lane highway with sidewalks would nertainly destroy the rural scens. I noved to this area about twenty monthe ago knowing the traffic problem but wanting an area which was not overly commericalized.

Ws, who live in the area are much awars of the traffic flow but are willing to deal with some of it to maintain the semi-pastoral ecene. I can understand a four lane highway from Route 100 to Maryland Avenus and a thres lane from Maryland to Pinehurst, using the original right a wave, Three lanss would give the additional mansuverability needed in case of ancidents, traffic flow, firss, sto. In reality, the main traffic problem is at the site of the firehouse. In any plan, eidewalks are superflunus, completely unnecessary and a waets of taxpayer money.

My wife and I want to go on record as opposing the five lans plan.

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Maryland Department of Transportation State Highway Administration 1.4.57

May 1, 1986

Administration

William K. Heltmann

Secretary

Hal Kassoff

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RE: Contract No. AA 396-101-471 Marvland Route 177 From Maryland Route 100 to Pinehurst Road PDMS No. 023061

Mr. John M. Morgan 4701 Mountain Road Pasadena, Maryland 21122

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Dear Mr. Morgan:

Thank you for your March 18, 1986 letters addressed to Mr. Meehan and me opposing Alternate 3, the five lane plan.

We decided to carry the four or five lane study section to Long Point Road because this is where there is a significant drop in traffic volumes. Also, we have eliminated sidewalk construction from the study, but are proposing to retain the right-of-way needed if the County wishes to construct sidewalks in the future.

Thank you for your interest in this study. Your wife's and your opposition to the five lane plan will be noted in our decision making process.

Very truly yours, · • • • N Gal neil g Jedersen mairely_rours. Neil J. Pedersen, Director T. Salar John M. Morgan Office of Planning and 4. AMARKA Preliminary Engineering NJP:ds 1.1.1 cc: Mr. E. Meehan Mr. L. H. Ege, Jr. M. 16. Martin ad man ae.≩o -My telephone number is (301) 659-1110 . 01 BA. 11.01.020.201566 Taletypewriter for Impaired Hearing or Speech 1-383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free P.O. Box 717 / 707 North Calvert St., Baltimora, Marviand 21203 - 0717 <u>_</u>1;... . ÷ The second se 1.82 1.84.

Mr. Edward H. Meehan District Engineer-District 5 State Highway Administration 138 Defense Highway Annapolie, Maryland 21401

Dear Mr. Neehan:

N,

I attended the hearing at Chesapeake High School for the alternate plane to widen Mountain Road. The proposed five lane highway with sidewalks does not eeem in anyway to be a fair and equable colution to the traffic problem.

This is a rural area and we residents want to keep it that way. A five lane highway with eidewalks would certainly destroy the rural aspect. I moved to this area about twenty months ago knowing the traffic problem but wanting an area which was not overly commericalized.

We, who live in the area are much aware of the traffic flow but are willing to deal with some of it to maintain the semi-pactoral scene. I can understand a four lane highway from Route 100 to Maryland Avenue and a three lane from Maryland to Pinehuret, <u>using the original fight a ways</u>. Three lanes would give the additional maneuverability needed in case of accidente, traffic flow, fires, etc. In reality, the main traffic problem is at the site of the firehouse. In any plan, sidewalks are superfluoue, completely unnecessary and a waste of tarpayer money.

My wife and I want to go on record as opposing the five lane plan.

incarely yours. John M. Morgan

- BS Contact LEE/SHA

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4701 Mountain Road Pasadena, Maryland 21122 Maroh 18, 1986

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Bureau Chief Traffic Engineering Division Anne Arundel County Truman Parkway Annapolis, Maryland 21401

Dear Sir:

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I attended the hearing at Checapeake High School regarding the proposed plane for Mountain Road. We were told your department could give us information on a personal level.

I live at 4701 Mountain Road. I have lived her eince June, 1984. At the time of purchase, I was informed there was no plan for extensive widening of Mountain Road. Please inform me how the present proposale would affect my property.

The proposed five lane highway with eidewalks doee not eeem in anyway to be a fair and equable solution to the traffic problem. I can understand a four lane highway from Houte 100 to Maryland Avenue and a three lane from Maryland to Pinehuret, using the orginal right a ways. Three lanes would give the additional maneuverability needed. In reality the main fraffic problem is at the site of the firehouse. In any plan, eidewalks are superfluous and a waste of taxpayer money.

I would appreciate your giving me information as to how my personal property would be affected by each of the proposals.

Sincerely yours -7 ohn H. Morgan MAR 27 1986 TRAFFIC ENGINEERING BUREAU OF ENGINEERING;

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4701 Mountain Road Pasadena, Maryland

Maroh 18, 1986

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Maryland Department of Transportation

Stata Highwey Administration

William K. Helimano Secretary Hai Kasseff Administrator $\overline{1}$

April 29, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061

Mr. John M. Morgan 4701 Mountain Road Pasadena, Maryland 21122

Dear Mr. Morgan:

Thank you for your March 18, 1986 letter concerning the Mountain Road study. Anne Arundel County felt it would be more appropriate that our District 5 office in Annapolis provide you a response. The District, in turn, has forwarded it to my office. Please excuse the delay in response.

The lane requirements specified under this study are the result of careful traffic analyses of current and projected useage of Mountain Road. It is felt that the continuous twoway left turn center lane (5 lane section) is a requirement necessary to allow safe haven for left turning vehicles into numerous private and commercial driveways.

Your concern about sidewalks has been expressed by other citizens. In that regard, we have eliminated sidewalk construction from our study proposals. However, we will acquire the necessary right-of-way from back of curbing (approximately 7 feet) should sidewalk construction become necessary in the future.

If you would send us a copy of your property plat, we would be happy to show you the approximate impacts of the 5 lane roadway.

We appreciate your interest in the study and thank you for taking the time to write and express your views. They will

My telephone number is,

659-1109

Teletypewriter for impaired Hearing or Speech 383-7555 Beltimora Metro – 565-0451 D.C. Metro – 1-600-492-562 Statewide Toff Free P.O. Box 117 / 707 North Calvert St., Bettimore, Marytand 21203 • 0717 Mr: Morgan April 29, 1986 Page 2

be considered in our study process.

Very truly yours,

Louis H. Ege, Jr., Deputy Director Project Development Division

Frank DeSantis

Project Manager

LHE/FDS/e1w

cc: Mr. Lawrence Elliott Mr. Robert Sword Mr. Charles Lee EMERNENCY PHONE 207-1010 Lake Share Valunteer fire Company - INCOMPORATED -

P. C. BOX 1057 - LAKE SHORE, MARYLAND 21122 BUSINESS PHONE 255-2401

Sr William K. Hellman, Secretary.

Department of Transportetion :

• . .

The Board of Directors of the Lake Shore Volunteer Fire Company Inc.' Would like to know how much footage of our property that boarders Hountain Road, You are planning on taking, then you widen the Hi-day We need a minimum of 45 feet for maintaing our equipment. We would like this information as soon as possible. So that we can conduct ourself's accordingly.

HC WARD Secretary

FRANI

RECEIVED FEB 27 1986 SECFETARY OF TRAMEGRATION See SHA response on the following page.

Maryland Department of Transportation

William K. Hellman Secretary Hai Kasseti Administrator

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MAR 1 8 1996

RE:	Contract No. AA 396-101-571 Maryland Route 177 From Maryland Route 100 to Pinehurst Road PDMS No. 023061	Mar 19	PROJE
Oden, Jr.		ω	REAI
•		31	Σo
lunteer Fire Com	pany	PH -	ANN

Secretary Lake Shore Volunteer Fire Compa P.O. Box 1057 Lake Shore, Maryland 21122

Dear Mr. Oden:

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Mr. Howard O.

Your inquiry to Secretary William K. Hellmann relative to the proposed property acquisition in front of the Lake Shore Volunteer Fire House has been forwarded to me for response.

The north curb line of the preferred five-lane alternate (Alternate 3) would be approximately 55 feet from the front wall of the fire house. There would be approximately 48 feet from the right-of-way line to the front wall.

Due to the proximity of homes on the south side of the road, it is not practical to consider a significant alignment shift in that direction.

Since the project is essentially a roadway widening, the proposed vertical road grade would remain generally the same. However, some minor adjustments to the existing concrete apron would be required.

We are proposing to relocate Lake Shore Drive eastward to Garland Road in order to eliminate the offset intersection. If this is done, there would be approximately 130 feet between the intersection and the center of the apron. This should result in less traffic congestion and more freedom of movement during emergencies. Mr. Howard O. Oden, Jr.

Page 2

Enclosed is a tentative plan for your review. A Public Hearing is scheduled for March 26, 1986 at 7:30 p.m. at the Chesapeake Bay Middle School. I trust that the information provided herein is satisfactory for your needs. If there are any concerns, do not hesitate to contact the Project Manager, Frank DeSantia, at 659-1109 prior to the Hearing.

Thank you for your interest in the project study.

Sincerely, ORIGINAL SIGNED BY: HAL KASSOFF

> Hal Kassoff Administrator

MMR 1 8 196

HK:ds Enclosure cc: Mr. Neil J. Pedersen Mr. Louis H. Ege, Jr. Mr. Edward Meehan Mr. Jack Gladding Mr. Ferdinand Doerfler Mr. Robert Bond Ms. Adele Bertak

My telephone number is 659-1111 Teletypewriter for impaired Hearing or Speech 383-7555 Baltimore Metro — 685-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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	UIL-BUR CLUB, INC.		ан 1970 - у рания 1970 - у рания 19	Ċ	
BIRECTO2, 0.7128 QF		o. AA-396-101-571 Ref. No. 023061	RE:	2 25, 1986 Project No. AA-396-101-571 P.D.M.S. 023061	
Club, Inc. voted on its preferenced Project, widening of Club is the duly constituted how Mil-Bur On The Magothy, represen (67) homes in the community.	ary Engineering ector ng, the Board of Directors o nce for alternative solution Mountain Road (Route 177). meowmers' association of the tting fifty-eight (58) of th ative 2A (4-Lame Curbed Road	is to the The Mil-Bur community of e sixty-seven way with left	Pinehu Improv presen Road f comple	As a further result of its deliver instruction of the 3-lane survey of t	iberations, the Board also recommends
and will be so in th subject to predictab unpredictable blocka 2. The level of traffic on Route 177 does no preferred Alternativ residential developm expansion of the roa by (a) changing the to an overdeveloped, substantially greated lines. These utilitic extensive development concert with the groo fragility of the Ches	<pre>iiid) is inherently unsatisfi e future. Residents of the le commuting traffic congest ges due to accidents. to be expected for the forst t warrant the handling capace e 3 (5 Lanes) in the absence ent on the Mountain Road per dway to 5 lanes invites such presently inadequate, sub-st underused facility, and (b) r right-of-way for future wa es would be the final requis t. Inviting such developmen ring environmental concern o sapeake Bay's shoreline. It the effort to making the ro</pre>	peninsula are tion as well as seeable future city of SHA's e of dense ninsula. The n development tandard roadway) providing a ster and sewer site for it is not in over the is set	0 D D	en. P. C. Jimeno el. J. R. Leopold el. C. W. Kolodziejski el. W. Turc ouncilman E. C. Ahern	Robert E. offshback, President The Mil-Bur Club, Inc. 103 Milburn Circle Pasadena, MD 21122

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for existing traffic.

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~~~~ Maryland Department of Transportation William K. Helfmann .3 Secretary State Highway Administration Hai Kassoff RE: Contract No. AA 396-101-571 Administration Maryland Route 177 . From Maryland Route 100 to Pinehurst Road PDMS No. 023061 Mr. Robert B. Fishback, President This is in response to the letter on the preceding The Mil-Bur Club, Inc. 103 Milburn Circle page. Pasadena, Maryland 21122 Dear Wr. Fishback: Thank you for your letter of March 25, 1986 supporting Alternative 2A, the 4-lane curbed roadway with left turn lanes at major intersections. Your Board's preference will become part of the project record and will be considered in our decision making process. However, because of its more safe and efficient operational capabilities, Alternative 3 continues at this time to be the preferred alternate. Currently, there are only sufficient funds in the Special Program to widen Mountain Road from Route 100 to Maryland Avenue. lt is felt that widening to Maryland Avenue will be sufficient to address immediate traffic congestion. The widening is expected to be under construction in several weeks. Thank you for taking the time to write and to express your views. Very truly yours, Neil J. Pedersen, Director Office of Planning and Preliminary Engineering NJP:ds cc: Mr. Hal Kassoff Mr. Louis H. Ege, Jr. Mr. Edward Meehan

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Mr. Edward Meehan Senator P.C. Jimeno Delegate J. R. Leopold Delegate C. W. Kolodziejski Delegate W. Turc County Councilman E. C. Ahern

> My telephone number is...(301). 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 / 107 North Calvert St., Baltimore, Maryland 21203 - 0717

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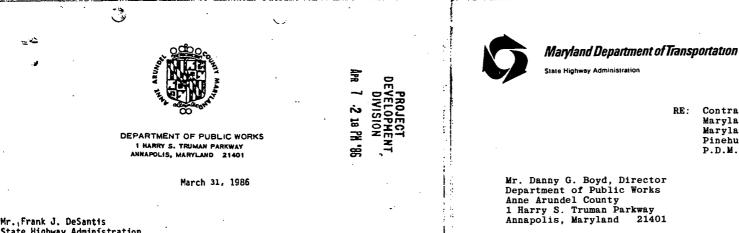
Maryland Department of Transportation State Highway Administration March 5, 1986 RE: Contract No. AA 396-101-571 1000 Maryland Route 177 elm FEB 26 1966 **Pinehurst Road** PDMS No. 023061 BIREETCH, CITICE IF CONTINUES & PALLININARY ENCINEERING Ms. Sylvia S. Rashbaum 5001 Collins Avenue Apt. 2J Miami Beach, Florida 33140 Would appreceate eping ' . dirsed Jhank You Scherely Sincerely Sylare S. Jachbaern Youn the ground on Long Point Rd + Heckory A Teb 22/85 Dear Ms. Rashbaum: ference ur keeping me Thank you for your letter of February 26 to Mr. Neil J. information. Thank you for your interest in the project study. Very truly yours, Louis H. Ege, Jr. Deputy Director by Frank DeSantis Project Manager LHE:FDS:slc 659-1109 My telephone number is\_ Teletypewriter for Impaired Mearing or Speech 383-7555 Beltimore 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 STATISTICS STATISTICS • •

William K. Holimann Secretary Hal Kassell

From Maryland Route 100 to

Pedersen. You will be routinely informed of important project developments through our project mailing list. For your advanced information, a Location/Design Public Hearing will be held on March 26, 1986 at 7:30 p.m. at Chesapeake Bay Middle School, 4804 Mountain Road, Pasadena, Maryland. You will receive a brochure in the near future providing you with additional

Project Development Division



State Highway Administration 707 N. Calvert Street Baltimore, Maryland 21201

### Re: MD 177 - State Project No. AA-396-101-571

Dear Mr. DeSantis:

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The Anne Arundel County Department of Public Works has reviewed the proposed alternates for MD 177 and supports Alternate 3. Oue to the number of intersecting streets, driveways, and commercial entrances along Mountain Road, we believe a continuous center left turn lane would provide the best traffic operations. However, we would suggest that the cross-section could safely be reduced to less than the proposed 65 foot width. While a 6D foot width would be desirable, we believe that a 56 font (12', 11', 1D', 11', 12') section would be sufficient. Either a 56 or 60 foot section would reduce the impact on abutting properties. Similarly, the three lane section could be reduced to 36 feet.

These reduced cross-sections could provide the needed extra capacity while lessening the impact and possible citizen opposition to the project. We appreciate your consideration of this matter. If we can orovide further information, please do not hesitate to contact us.

Department of Public Works

المراجب فالشنفقلا فيكافئون

DGB/JDS/ckd

cc: Darryl T. Hockstra

William K. Helimann Secretary Hat Kaasoff Administrator

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061

Dear Mr. Boyd:

Thank you for your letter of March 31, 1986 to Mr. DeSantis expressing your support for Alternate 3.

Your suggestion to reduce the proposed 65 foot street width to 56 foot would not be in conformance with desirable lane widths for this type of facility utilizing a 50 mph design speed. The relative benefits to the community of saving 4.5 feet of strip right-of-way on each side of Route 177 do not seem warranted when weighed against compromises to engineering design and safety requirements.

You may recall that as a result of citizen requests, we have eliminated the 5 foot sidewalk construction which will result in benefits to adjacent properties.

We appreciate your interest in and support for the project. Thank you for taking time to express your support.

Very truly yours,

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

1700.3500 100 100

NJP/elw

cc: Mr. Edward Meehan Mr. Louis H. Ege, Jr. Mr. Fred Doerfler

659-1110

My telephone number is\_ Teletypewriter for Impaired Hearing or Speech 383-7555 Baltimore Metro - 565-0451 O.C. Metro - 1-800-492-5062 Statewide Toli Free P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

L'r. Neil J. Pedersen, Director Office of Flanning and Preliminary Engineering State Highway Administration 707 N. Calvert St. Baltimore, MD 21202 Los. Arthur B. Decil Dibson Joland, 12 01056

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Ers. James Morrison Dibuon Island, MD 01056 Earch 10, 1936

Dear Mr. Pedersen,

3 1986

BIRECTOR, & FICE OF PLANNING & PRELIMIKALY ENDINEERING

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Enclosed is a statement on the proposed widening of Nountain Rd. We would like assurance from you that you will continue to support the building woratorium on the Countain Rd. Corridor.

We feel that the current repositioning of the telephone poles should continue, allowing for wider shoulders (simultaneously facilitating left hand turns). This should be given a trial period before the building of a third lane, since wider shoulders would accomplish the same end at less cost.

As taxpayers we feel we should be more conservative in spending highway dollars and realistic about what a highway means in terms of increased development. We are concerned that Alternates 2, 2A and 3, as proposed by the State Highway Administration will lead to increased development, and that if implemented would lift the building moratorium. This would nake the widened road not only a safety hazard, a divisive concrete strip through the community, but a traffic congested corridor similar to other areas where the so called improved road has only led to more traffic and hodgepodge development. Ritchie Highway is no exception. We have no faith that Anne Arundel County Planning and Zoning would control commercialization and high density development

We hope we can count on your support.

Sincerely, Datuin & Ceril Ers. Arthur B. Cecil Such Morrison Irs. James Forrison Mrs. Jamas R. Horrisse, and Hradiarthur B. Cacil, 111

# PUBLIC BEARING ON THE PROPOSED WIDENING OF HOUSTAIN ROAD

ARTICLE SUBNITIED BY

JARDART 14, 1986

The Fuhlic Hearing on the proposed widening of Mountain Road was held on January 14, 1986. The following ara the Highway Department's proposals.

Α.

### ALTERRATE 1 (No Build)

Under the Mo-Build Alternate there would be no significant improvements to the axisting Maryland 177 other than the currently planned widening to three lanes hetween MD Rte 100 and Maryland Avanua.

# ALTERNATE 2 (Four-Lane Curbed Roadway)

This would provide a four-lane roadway betwean the terminus of MD Rte 100 and Long Point Road where it would transition to a three-lane roadway to Pinehurst.

ALTERNATE 2A (Four-Lane Curbed Roadway with laft turn lanes at major intersections)

# ALTERNATE 3 (Five-Lane Curbed Roadway)

This would provde a five-lane roadway comprised of two travel lanes in each direction and one continuous laft twen lane in the middla of the roadway batween the terminus of HD Rte 100 and Long Point Road.

Wa feel you should think carefully about these proposals and their future ramificstions. Mone of the above gives anyona an alternate routa off the panisula in case of emergency. (An alternate route is why most paopla ara dissatiafied with the present road)

1. Continuous thrae lane highways are notoriously dangerous. Oncoming haadlights are hlinding. It is difficult to discern who has the right to use the center lane in some instances. In no way will a third lane aid morning and evaning traffic congestion during the rush hours unless the third lane is clearly limited to Wast hound traffic in the A.M. and East bound traffic in the P.M. The Highway Depertment (upon hearing this suggestion which it had oot previously considered) would prohably raquire costly overhaad diractional signals at all intersections (such es on the Bay Bridge) and would be prohibitivaly expansive not to mention the seathetics.

If the axisting talephone poles were either buried or moved considerably farther sway from the road and the shouldar widened to facilitate passing, we would achieve the same and as the proposed three-lane road at far less cost.

2. The use of either Alternata 2 or 3 would change the whole character of the Mountain Road corridor. The road would be physically similar to Ritchie Highway without any median strip. (Median strips serve as e safety buffer and facilitate pedestrian crossing. Esthetically, median atrips provide visual raliaf from miles of concrete.) Many mora traffic lights would be added. No planning has been made for the heavy water run-off from such a large expense of concrete. At this time there is no proposal for sound barriers such as those now being eracted on heavily treveled four lane roads in Maryland and Virginia.

Our County Councilman, Mr. Ahern, admitted that the widening of Mountain Road to four or five lanes will force the County to lift the moratorium on high dansity zoning, anshling huge growth to begin in undevaloped areas.

The Stata Highway officials are planning the thrae lane construction to begin this Spring with plans for either four or five lanes in the next five years.

The Stata of Maryland is not planning to build a four or five lane highway merely to enable those of us already residing on Mountain Road Route 177 corridor to travel up and down the road more quickly. Eather, the State is planning increased davelopment in this area and the road would be quickly filled to capacity as new homes are built.

A four or five lame bighway, as proposed by the State Highway Department, will mean that the Mountain Moid corribor will be an internible ribbon of concrete heavily of the state of the st

Maryland Department of Transportation

State Highway Administration

William K. Hollenann Socratury Hal Kassef! Administratur

RE: Contract No. AA 396-101-571 Maryland Route 177 From Maryland Route 100 to Pinehurst Road PDMS No. 023061

March 26, 1986

Mrs. Arthur B. Cecil Mrs. James Morrison Box 214 Gibson Island, Maryland 21056

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Dear Mrs. Cecil and Mrs. Morrison:

Thank you for your March 10, 1986 letter with attached statement expressing your opposition to our study proposals.

Improvements are being studied in response to priorities established by Anne Arundel County elected officials who feel that traffic capacity improvements are needed to support existing traffic as well as traffic generated by planned growth.

We cannot put wide enough shoulders within our right-of-way to facilitate the bypassing of left turning vehicles. We are continuing to evaluate the possibility of providing reversible lanes westbound in the morning peak hours. This will be discussed at the March 26, 1986 Public Hearing. By whatever method it may be utilized, we intend to proceed with construction of the three lane roadway this spring, which we feel is much needed to alleviate existing traffic demands.

We appreciate your taking the time to write. Thank you for your interest in the project study.

Very truly yours,

neil & Pederson

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

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NJP:ds cc: Mr. Edward Meehan

Mr. Lawrence Elliott Mr. Louis H. Ege, Jr.

My telephone number is (301) 659-1110

Telstypewriter for Impaired Hearing or Speech 383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toli Free P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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This is in response to the letter on the preceding page.

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Nts. James R. Horrison end Mra. Artnur B. Cecil, 111

PUBLIC BEARING ON THE PROPOSED WIDENING OF MOUNTAIN ROAD

JANUARY 14, 1986

The Public Haering on the proposad wideoing of Mouncain Road wes held on Januery 14, 1986. The following are the Highway Department's proposals.

### ALTERNATE | (No Build)

Undar the No-Build Alternate there would be no significant improvements to the existing Haryland 177 other than the currently planned widening to three lenes between MD Rte 100 and Maryland Avenue.

### ALTERNATE 2 (Four-Lane Curbed Roadway)

This would provide a four-lane roadway between the terminus of MD Rta 100 end Long Point Roed where it would treosition to a three-lana roedwey to Pinehurst.

ALTERNATE 2A (Four-Lane Curbed Roadway with left turn lanes at mejor intersections)

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This would provide e five-lans roedway somprised of two travel lanes in each direction end one sontinuous left turn lane in the middle of the roedway batwaan the terminus of MD Rts 100 and Long Point Road.

We feel you should think cerefully ebout these proposels end thair future remifications. Noce of the above gives enyons an alternate routs off the paoisule in cese of amergancy. (An elternate route is why most people are diesatisfied with the present roed)

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If the existing telephona polas were either buried or movad coosiderebly farthar evey from the roed end the shouldar widened to fecilitata passing, we would achiava the seme and es the proposad three-lena roed et far lass cost.

2. The use of either Altarnata 2 or 3 would change the whole cherecter of tha Mountein Roed corridor. The roed would be physically similer to Ritchie Highwey without any medieo strip. (Medien scrips serve as e sefety buffer and feciliteta pedestrian crossing. Estheticelly, median strips provide visual relief from miles of concrete.) Many mora traffic lights would be edded. No planning has been made for the heavy watar run-off from such a large expanse of concrete. At this time there is no proposel for sound barriars such as those now being erected oo baevily traveled four lane roads in Maryland and Virginie.

Our County Councilman, Mr. Ahern, edmitted that the widening of Mountein Roed to four or five lanes will force the County to lift the moretorium on high density zoning, enebling huge growth to begin in undeveloped areas.

The State Highway officials ere planning the threa lane construction to bagin this Spring with plans for aithar four or five lanes in the next five yaers.

The Stete of Marylend is not plenning to build e four or five lane highwey merely to enable those of us alreedy residing on Mouncein Roed Route 177 corridor to trevel up and down the road more quirkly. Rather, the Stete is planning increased development in this area and the road would be quickly filled to sepacity as new homes are built.

A four for divelane highway, me proposed by the State Highway Department, will mean This Whe Houngain Soud corridor all be me wreadized ribbon of comerate, heavily Fruit led. blottle destruction demonstruction.

Governor Harry Hughes \_\_\_\_\_ Governor's Office \_\_\_\_\_ State House Annapolis, MD 21401

Earch 10, 1986

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Lrs. Arthur B. Cecil

Ers. James Morrison

Girson Island, 12 21056

Gibson Island, MD 21056

### Dear Governor Hughes,

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Enclosed is a statement on the proposed widening of the Kountain Rd. We would like assurance from you that your will continue to support the building suratorium on the Bountain Rd. Corridor.

We feel that the current repositioning of the telephone boles should continue, allowing for wider shoulders' (simultaneously facilitating left hand turns). This should the be given a trial period before the building of a third lane, since wider shoulders would accomplish the same end at less cost.

As taxpayers we feel we should be more conservative in spending highway dollars and realistic about what a highway means in terms of increased development. We are concerned that Alternetes 2, 2A and 3, as proposed by the State Highway Administration will lead to increased development, and that if implemented would lift the building moratorium. This would make the widened road not only a safety hazard, a divisive concrete strip through the community, but a traffic congested corridor similar to other areas where the socalled improved road has only led to more traffic and hodgehave no faith that Anne Arundel County Planning and Zoning 1, 1 along a so called improved road.

We hope we can count on your support.

Sincerely, BCecl, Datuca BCecl, Ers. Arthur B. Cecil L Dusan Marison Lirs. James Forrisons

MAR 14 1986

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Mrs. Arthur B. Cecil Mrs. James Morrison Box 214 Gibson Island, Maryland 21056

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Dear Mrs. Cecil and Mrs. Morrison:

Thank you for your letter of March 10, 1986 relative to the Maryland Route 177 study.

The continuation of the building moratorium is a local land use matter. Decisions regarding the moratorium will be made by local Anne Arundel County officials.

The State Highway Administration's proposals to widen Mountain Road are in conformance with County development plans and are a result of coordination with elected officials.

Existing traffic congestion requires that the three-lane improvement from Maryland Route 100 to Maryland Avenue be underway this spring. The State Highway Administration's proposals for the long term, either four or five lanes, are being considered in an effort to address projected traffic demands. I assure you every effort will be made by the Administration to reach the most reasonable solution to the problem.

Thank you for taking the time to write and we appreciate your interest. Your views will be considered in the planning process.

Sincerely,

Harry Hughes Governor bcc: Secretary William K. Hellmann, MDOT Mr. Hal Kassoff, SHA
Mr. Neil J. Pedersen, SHA
Mr. Edward H. Meehan, SHA
Mr. Louis H. Ege, Jr., SHA -#

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DRAFT

Page Two

Prepared by Frank DeSantis, SHA Project Development Division (8-223-1109) 3/26/86

| <del></del> |                                                                                                                                                                  |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ·           | STATE HIGHWAY ADMINISTRATION<br>QUESTIONS AND/OR COMMENTS                                                                                                        |
|             | Location/Design Public Hearing<br>Contract No. AA 396-101-571<br>Waryland Route 177 Nountain Road<br>Prom Waryland Route 100 to Pinehurst Road<br>Warch 26, 1986 |
|             | NAME R.L. (Bld) Caplingen DATE 4/476.5 2                                                                                                                         |
|             | PRINT ADDRESS 8224 Bayside Drive 85                                                                                                                              |
|             | CITY/TOWN Pasadena BTATE MD ZIP CODE 21122                                                                                                                       |
|             | I/We wish to comment or inquire about the following aspects of this project:                                                                                     |
|             | It was devices at the last meeting that the long tony residents                                                                                                  |
|             | - don't wont the change you propose the poice of lowing the                                                                                                      |
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|             | the community associations do not represent the mass of                                                                                                          |
| ,<br>A      | the community associations do not represent the mass it                                                                                                          |
| V-26        | pre ever in attendance when many devisions are voted on.                                                                                                         |
| Ū           | 1 hope it's still not to late for compromise.                                                                                                                    |
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|             | _105 1 2/50 Know where not in any final plans entres.                                                                                                            |
|             | Pic here and the fur husiness on Mountain RD so                                                                                                                  |
|             | all changes effect we lost no watter what I don't want                                                                                                           |
|             | to lose the reason I maked here.                                                                                                                                 |
|             | Succesty (                                                                                                                                                       |
|             | I am currently on the Mailing List.                                                                                                                              |
|             | Please add my/our name(e) to the Mailing List.                                                                                                                   |
| •           |                                                                                                                                                                  |

Maryland Departme

Maryland Department of Transportation

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William K. Holimann Socratory Hal Kassoff Administrator

April 18, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pineburst Road P.D.W.S. No. 023061

Mr. R. L. Caplinger 8224 Bayside Drive Pasadena, Maryland 21122

Dear Mr. Caplinger:

Thank you for your April 4, 1986 comments opposing the proposals to widen Mountain Road.

Your views will be considered in our decision making process. The State Highway Administration will attempt to reach the most reasonable decision for this project. At this time, however, the 5 lane proposal is the alternate which will address the long term transportation needs of the community.

We appreciate your taking the time to write to us.

Very VOULS  $\alpha$ Louis H. Ege, Deputy Director V **Project Development Division** 

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My telephene number is\_\_\_\_\_\_ Teletypewriter for Impaired Hearing or Speech 383-7555 Battimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free P.O. Box 717 / 707 North Calvert St., Battimore, Maryland 21203 - 0717

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| STATE HIGHWAY ADMINISTRATION                                                                                 |                                                                                                                                                                                                                                             |                                 |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Location/Design Public Hearing                                                                               | Maryland Department of Transportation                                                                                                                                                                                                       | William K. Helimar<br>Secretary |
| Contract No. AA 396-101-571<br>Maryland Route 177 Mountain Road<br>From Maryland Route 100 to Pinehurst Road | State Highway Administration                                                                                                                                                                                                                | Hai Kassofi<br>Administratur    |
| Narch 26, 1986 /00 760.06                                                                                    | April 15, 1986                                                                                                                                                                                                                              | •                               |
| NAME (USIMHUD & Son' ICC. DATE B/19/86                                                                       | RE: Contract No. AA 3<br>Maryland Route 17<br>From Maryland Rout                                                                                                                                                                            | 7                               |
| EASE ADDRESS GOI REVEL HWY ROUTE 50                                                                          | Pinehurst Road<br>PDMS Noi 023061                                                                                                                                                                                                           |                                 |
| CITY/TOWN AN AADOLI'S STATE Md. ZIP CODE 2/401                                                               | Cusimano & Sons, Inc.                                                                                                                                                                                                                       |                                 |
| We wish to comment or inquire about the following aspects of this project:                                   | 601 Revel Highway & Route 50 ?<br>Annapolis, Maryland 21401                                                                                                                                                                                 |                                 |
| CENTER CALLEd Long Point Math?                                                                               | Dear Mr. Cusimano:<br>Thank you for your March 19, 1986 inquiry                                                                                                                                                                             | concerning the                  |
| Ad with the construction effect our                                                                          | effects of our proposals to your Long Point man                                                                                                                                                                                             | I Shopping concert              |
| TPA Ants.                                                                                                    | Enclosed for your information is a plan an<br>view of the tentative impacts of our preferred<br>Depicted in yellow shading is the existing road<br>red is the required additional paving. Also sh<br>proposed new right-of-way requirement. | way and shown in                |
|                                                                                                              | You will see that, although the island is<br>roadway widening, you should not lose any of yo<br>parking. Access to your facility would remain                                                                                               | unchanged.                      |
|                                                                                                              | The effects may be subject to some revision design phase of the contract.                                                                                                                                                                   |                                 |
|                                                                                                              | Please contact Mr. Frank DeSantis of my of<br>any questions. Thank you for your interest.                                                                                                                                                   | fice if there are               |
|                                                                                                              | Very truly yours.                                                                                                                                                                                                                           |                                 |
|                                                                                                              | Louis H. Ege, Jr.<br>Deputy Director<br>Project Developme                                                                                                                                                                                   |                                 |
|                                                                                                              | by:<br>Frank DeSantis<br>Project Manager                                                                                                                                                                                                    | antia                           |
|                                                                                                              | LHE:FDS:ds<br>Enclosure                                                                                                                                                                                                                     |                                 |
| I am currently on the Malling List.                                                                          | cc: Mr. N. J. Pedersen<br>Mr. E. Meehan<br>Mr. C. Lee (W/Enclosure)<br>Mr. C. Lee (W/Enclosure)                                                                                                                                             |                                 |
| Please add my/our name(s) to the Mailing List.                                                               | Teletypewriter for impaired Hearing or Speech<br>383-7555 Baltimore Metro — 565-0615 D.C. Metro — 1-800-492-5062<br>P.O. Box 717 / 707 North Caivert SI., Baltimore, Maryland                                                               |                                 |

|          | • • •                                                                                                            | •        |                                                           |                                            |                   |
|----------|------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------|--------------------------------------------|-------------------|
|          | STATE HIGHWAY ADMINISTRATION                                                                                     |          |                                                           |                                            |                   |
|          | QUESTIONS AND/OR COMMENTS                                                                                        |          |                                                           |                                            |                   |
|          |                                                                                                                  |          | Maryland Department of Trans                              |                                            |                   |
|          | J Location/Design Public Hearing                                                                                 |          | maryiano Department of Iransj                             | portation                                  | William K. Hellen |
|          | Contract No. AA 396-101-571                                                                                      |          | State Highway Administration                              |                                            | Secretary         |
|          | Waryland Route 177 Mountain Road                                                                                 |          | • • •                                                     |                                            | Hal Kassett       |
|          | From Maryland Route 100 to Pinehurst Road                                                                        |          |                                                           | March 31, 1986                             | Adaptation        |
|          | Warch 26, 1986                                                                                                   |          |                                                           | AATCH 51, 1980                             | •                 |
|          |                                                                                                                  |          | RE:                                                       | Contract No. AA 396-103                    | -571              |
|          |                                                                                                                  |          |                                                           | Maryland Route 177 from                    | 0                 |
|          | long point imp. assn.                                                                                            |          |                                                           | Maryland Route 100 to                      |                   |
|          | NAME PAUL DIPIETRO CHAIR. OF BOARD DATE                                                                          |          |                                                           | Pinehurst Road                             |                   |
|          | C/G MARCH 13, 1986                                                                                               | 1        |                                                           | PDMS No. 023061                            |                   |
| NSE<br>T |                                                                                                                  |          |                                                           |                                            |                   |
| T        | 142 CIRCLE RD.                                                                                                   |          |                                                           |                                            |                   |
|          | CITY/TOWNSTATEZIP CODE                                                                                           | Mr. 1    | Paul DiPietro, Chairman                                   |                                            |                   |
|          | FASAULNA                                                                                                         | Long     | Point Improvement Associat;                               | ion                                        |                   |
| wis      | h to comment or inquire about the following aspects of this project:                                             | 142 (    | ircle Road                                                |                                            |                   |
|          | AT THE MARCH 12,1986 general mambership meeting of the                                                           | Pasac    | lena, Maryland 21122                                      |                                            |                   |
|          |                                                                                                                  | Dear     | Mr. DiPietro:                                             |                                            |                   |
|          | long point improvement assn. , a motion was made and passed to                                                   |          | -                                                         |                                            |                   |
|          | · · ·                                                                                                            | Dodat    | Thank you for your March 1:                               | 3, 1986 letter indicating                  | the Long          |
|          | SUPPORT PLAN 3 OF THE PROPOSED RT. 177 PROJECT.                                                                  |          |                                                           |                                            |                   |
|          |                                                                                                                  | ciate    | improvement to Maryland Ro<br>d and will he considered in | oute 177. Your support i                   | s appre-          |
|          | THE THE TOTAL TOTAL TOTAL CONTRACT FOR                                                                           |          | a and will be considered if                               | our decision making pro                    | cess.             |
|          | PLEASE ACCEPT THIS DOCUMENT AS LONG POINT'S SUPPORT FOR                                                          |          | Thank you for taking the ti                               | me to write to us                          |                   |
|          | and the second |          | <b>J</b>                                                  |                                            |                   |
|          |                                                                                                                  |          |                                                           | Very truly yours,                          |                   |
|          | PAUL DIPIETRO CHAIRMAN OF THE BOARD OF DIRECTORS                                                                 |          |                                                           | • • • • •                                  |                   |
|          |                                                                                                                  |          |                                                           | Louis H. Ege, Jr.<br>Deputy Director       |                   |
|          |                                                                                                                  |          |                                                           | Project Development Div                    | icion             |
|          | ,<br>                                                                                                            |          |                                                           |                                            | 10100             |
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|          |                                                                                                                  |          | by:                                                       | - nant US Stantis                          |                   |
|          |                                                                                                                  |          | •                                                         | Frank DeSantis<br>Project Manager          |                   |
|          |                                                                                                                  |          |                                                           | Floject manager                            |                   |
|          |                                                                                                                  | LHE: FI  | DS:bh                                                     |                                            |                   |
|          | ,                                                                                                                | cc: 1    | fr. Edward Meehan                                         |                                            |                   |
|          |                                                                                                                  |          | DGwald Meenan                                             |                                            | •                 |
|          | ······································                                                                           |          |                                                           |                                            |                   |
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| Diee     | e add my/our name(s) to the Mailing List.                                                                        |          | My telephone number i<br>Teletypewriter for kno           | alred Hearing or Speech                    |                   |
|          |                                                                                                                  |          | 383-7555 Baltimore Metro - 565-0451 D.C.                  | Metro - 1-800-492-5052 Statewide Toli Free |                   |
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|          |                                                                                                                  |          | THE OWNER FOR SOLUTION                                    |                                            |                   |

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| STATE HIGHWAY ADMINISTRATION                                                          |
|---------------------------------------------------------------------------------------|
| QUESTIONS AND/OR COMMENTS                                                             |
|                                                                                       |
| Location/Design Public Hearing<br>Contract No. AA 396-101-571                         |
| Waryland Route 177 Mountain Road SCO<br>From Waryland Route 100 to Pinehurst Road SCO |
| Warch 26, 1986                                                                        |
|                                                                                       |
| NAME WARREN MAGRUDER DATE 27 March 1-6                                                |
| PRINT ADDRESS 8148 RIVERSIDE DR PINEHURST                                             |
| CITY/TOWN PASADENA STATE MD ZIP CODE 2112                                             |
| I/We wish to comment or inquire ebout the following espects of this project:          |
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| alleinate 3 is the only acceptable long range solution                                |
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Maryland Department of Transportation

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State Highway Administration

William K. Helimann Secretary Hal Kassoff Administrator

April 18, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061

\_\_\_\_\_

Major General Warren Magruder 8148 Riverside Drive Pasadena, Maryland 21122

Dear General Magruder:

Thank you for your March 27, 1986 comments supporting the project and the conduct of State Highway Administration staff at the Public Hearing.

The points you have made in your letter are well taken. It is obvious that you are knowlegeable in traffic management matters and we appreciate your support for the preferred 5 lane alternate.

Your views will he given consideration in our decision making process.

Thank you for your interest in the study.

Very truly yours,

Louis H. Ege, Jr., Deputy Director Project Development Division

Frank DeSantis

Project Manager

LHE/FDS/elw cc: Mr. Edward Meehan

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My telephone number is 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 SL., Baltimore, Maryland 21203 - 0717

-:... STAIL HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS **NPR** 4-27 APR . 1986 = Location/Design Public Hearing Contract No. AA 396-101-571 TRAFFIC Maryland Route 177 Wountain Road FORECASTING From Maryland Route 100 to Pinehurst Road ы 5 H 185 March 26, 1986 6 Regg and nRaan NAME \_ PLEA8E Print ADDRESS\_ OWS ZIP CODE 2112 CITY/TOWN HOSOCLENA MU **RTATE** i/We wish to comment or inquire about the following aspects of this project: about CANCEPNOOL nerhlem natina Kon belu W resurde the dota 1.1hich ŝ 3 okns. Peor ide Maco asund ela LP A donit noko NeerNSNS XUL. lives Flindly 💢 I am currently on the Mailing List. Plesse add my/our name(s) to the Mailing List. · . . 

See SHA response on the following page.

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Maryland Department of Transportation

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State Highway Administration

May 13, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road PDMS No. 023061

William K. Hellmann

Hal Kastoff

Advalate to sta

Mr. and Mrs. Gregg Morgan 181 Lowes Way Pasadena, Maryland 21122

Dear Mr. and Mrs. Morgan:

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Thank you for your letter, dated April 1, 1986, expressing your views on the Maryland Route 177 study. Please excuse the delay in responding.

Responses to your specific items are as follows:

1. Problem making left turn south side of Maryland Route 177, particularly Old Mountain Road.

The improved level of service provided by the additional traffic lanes will allow more and larger breaks in through traffic, thereby allowing perpendicular traffic sufficient time to negotiate turning movements onto the highway.

2. provide data and assumption for 29,000 vehicles per day by year 2015.

Traffic assumptions involve calculations based on population trends, proposed development, and the 3-C process. A copy of the population trends, as found in the Environmental Assessment, and a copy of the methodology of the 3-C process, are enclosed.

At present, the average daily traffic (ADT), is 20,000. It is projected, using those assumptions of population growth, proposed development and the 3-C process, that the average daily traffic would be 30,000 vehicles per day by 2015.

3. Left turns off Maryland Route 177 is the cause of the problem.

Not only is traffic impeded by left turns at major intersections, of which there are 10 from Maryland Route 100 to Long Point Road, but there are 65 private driveways and 30 commercial driveways which are also causing traffic to queue.

> Wy telephone number is <u>659-1109</u> Teletypewriter for tmpatred Hearing or Speech 383-7555 Baitimore Metro — 565-0451 D.C. Metro — 1.400-492-5062 Statewide Toll Free P.O. Box 717 / 707 North Catvert St., Baitimore, Maryland 21203 - 0717

Mr. and Mrs. Morgan May 13, 1986 Page 2

This has become a serious problem during peak hours. In this regard, the 5 lane section will satisfy needs for both left turning traffic and through volumes.

If there are further questions regarding traffic, please contact Mr. Robert Lambdin at 659-1325.

Your opposition to the project will be considered in our decision making process. Thank you for taking the time to express your views.

Very truly yours,

Louis H. Ege, Jr. Deputy Director Project Development Division

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Frank DeSantis

Project Manager

LHE(FD):cd

Enclosures

cc: Mr. Robert Lambdin



# Maryland Department of Transportation

State Highway Administration

April 22, 1986

William K. Hollmann Secretary

Hal Kassett RE: Contract No. AA 396-101-571 Administrator Maryland Route 177 From Maryland Route 100 to Pinehurst Road PDMS No. 023061

Mr. Howard O. Oden, Jr. Secretary Lake Shore Volunteer Fire Company P.O. Box 1057 Lake Shore, Maryland 21122

Dear Mr. Oden:

As a follow-up to concerns expressed in testimony given at the March 26, 1986 Public Hearing, enclosed is a more detailed plan and cross-sectional view of the proposed impacts to the Lake Shore Fire Company.

As we stated in our letter of March 18, 1986 from Mr. Kassoff, there would be approximately 55 feet remaining from the front wall to the curb line. This information was also reiterated at the Hearing. In your letter to Secretary William K. Hellmann you stated that a minimum of 45 feet would be required for maintaining equipment.

Subsequent to your receipt of our March 18, 1986 response, a project development team review meeting was held. It was decided at that time that the cost and community impacts caused by relocating Lake Shore Drive eastward to Garland Road could not he justified. Therefore, the relocation was dropped from the study and was not shown at the Hearing.

If you have additional questions or concerns, please feel free to contact me or the the Project Manager, Frank DeSantis, at 659-1109 for further coordination. Thank you for your cooperation.

Very truly yours,

neil & Tedewen

NJP:ds Enclosure cc: Mr. Hal Kassoff Mr. Louis H. Ege. Jr. Mr. Edward Meehan Mr. Rohert Bond Mr. Charles Lee

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

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My talephone number is (301) 659-1110 Teletypewriter for Impaired Hearing or Speech 383-7555 Baltimore Metro - 665-0451 O.C. Metro - 1-800-492-5082 Statewide Toll Free P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 8717 54 1<sup>°</sup>

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This is in response to Hearing testimony.

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| STATE HIGHWAY ADMINISTRATION                                                                                                                                                                            | Maryland Department of Transportation                                                                                                                                                   | William K. Hellin                         |
| <ul> <li>Location/Design Public Hearing<br/>Contract No. AA 396-101-571</li> <li>Waryland Route 177 Mountain Road</li> <li>From Maryland Route 100 to Pinehurst Road</li> <li>Warch 26, 1986</li> </ul> | State Highwey Administration<br>April 18, 1986                                                                                                                                          | Secretary<br>Hei Kassoff<br>Administrator |
| NAME <u>GEORGE C. PAULEY</u> DATE <u>MARCH 31, 1986</u><br>LEASE ADDRESS 4625 MOUNTAIN ROAD                                                                                                             | RE: Contract No. AA<br>Maryland Route 1<br>Maryland Route 1<br>Pinehurst Road<br>P.D.M.S. No. 023                                                                                       | 177<br>100 to                             |
| CITY/TOWN <u>PASADENA</u> STATE <u>MPRY (AND</u> ZIP CODE <u>2112</u><br>/We wish to comment or inquire about the following aspects of this project:                                                    | Mr. George C. Pauley<br>4625 Mountain Road<br>Pasadena, Maryland 21122                                                                                                                  | <b>`</b> .                                |
| <u>I WISH TO VOTE FOR THE NO BUILD ALTERNATIVE</u><br>IT IS OBVIOUS AFTER ATTENDING THE MARCH 26<br>MEETING THAT THE PEOPLE CLEARLY DON'T WANT THE                                                      | Dear Mr. Pauley:<br>Thank you for your comments supporting the No<br>for the Mountain Road study.                                                                                       | -Build Alternate                          |
| 4 OR 5 LANE ROAD HERE BUT FOR SOME REASON<br>THE POLITICIANS DO.                                                                                                                                        | Your views will be considered in our process<br>ciate your taking the time to write to us. Thank<br>interest.                                                                           | and we appre-<br>x you for your           |
| IT WOULD BE A VERY DANGEROUS SPEEDWAY<br>WHICH WOULD BE A HAZARD TO ALL OF US-<br>I HAVE NEVER IN MY LIFE SEEN A CURVING                                                                                | Very truly yours<br>Louis H. Ege, Jr<br>Deputy Director<br>Project Developm                                                                                                             | ·.,                                       |
| ROAD LINE THIS MADE INTO 5 LANES. IT WOULD<br>CERTAINLY BE AN ODDITY.                                                                                                                                   | by: <u>Trank DeSantis</u><br>Frank DeSantis<br>Project Manager                                                                                                                          | tia                                       |
|                                                                                                                                                                                                         | LHE/FDS/elw                                                                                                                                                                             |                                           |
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| B i am currently on the Mailing List.                                                                                                                                                                   | My telephone number is 659-1109                                                                                                                                                         |                                           |
| Plasse add my/our name(a) to the Mailing List.                                                                                                                                                          | Teletypewriter for impeired Heering or Speech<br>383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 State<br>P.O. Box 71/ 707 North Calvert Si., Baltimore, Maryland 21203 | wide Toll Free                            |

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| | NAME | . Edward Plitt | DATE March 21 0 50 | Se | e SHA resp | ons |
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Prii | ASE ADDRESS. | 9 Gray Drive / | PN 8 | | | |
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roads, an acute problem speci-
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n at their homes and at each in
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causing, as it does, backups a
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12 million dollars. Mountain
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See SHA response on the following page.

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Maryland Department of Transportation

William K. Hellmann Secretary Hal Kassoff

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April 18, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 from Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061

Mr. W. Edward Plitt 9 Gray Drive Pasadena, Maryland 21122

Dear Mr. Plitt:

V-35

Thank you for your March 21, 1986 letter expressing your opposition to widening Mountain Road.

Traffic capacity per se is not an element of traffic flow that will be significantly helped with the three (3) lane improvement. Additional lanes will be required to handle longterm capacity demands.

In October of 1984, the signal equipment at the Lake Shore Drive intersection was changed so that we could make further enhancements to the signal timing in an effort to address the high volume of traffic encountered in the peak hours. At this time a two minute green period is provided to the Maryland Route 177 approaches from 6:30 a.m. to 9:00 a.m. and again from $3:00\ p.m.$ to $6:30\ p.m.$, Monday through Friday. At all other times the green interval to Maryland Route 177 is a great deal less. A recent inspection conducted by the signal technicians indicates that the equipment is functioning properly and providing the timing element during the peak hours as noted.

When one recognizes the volume of traffic that utilizes Maryland Route 177 in this area, the disruption of the flow for any reason, i.e. someone stops to make a left turn, school hus stop, signal turns red, etc., severe disruption of the flow will result. This is simply a matter of too many cars and a lack of highway capacity to properly handle them. The long term solution to this problem is the construction of additional travel lanes in order to provide a highway capacity that is

> 659-1109 My telephone number is

Teletypewriter for Impaired Hearing or Speech 383-7555 Baitimore 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. W. Edward Plitt April 18, 1986 Page 2

necessary to handle the existing and future traffic volumes in this corridor.

Very truly yours.

Louis H. Ege, Jr. Deputy Director **Project Development Division**

rank DeSantis Project Manager

LHE/FDS/elw cc: Mr. Lawrence Elliott

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| | Location/Design Public Hearing
Contract No. AA 396-101-571 | State Highway Administration | William K
Socretory |
| | Maryland Route 177 Mountain Road
From Maryland Route 100 to Pinehurst Road | | Hat Kess |
| | Warch 26, 1986 | | Ad ministrate |
| | | | |
| | NAME Mrs. Mary Polina Date 3/28/18/2017 | April 18 | |
| | PLEASE ADDRESS 92 Beacrane Road | Marvland | No. AA 396-101-571
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t Road |
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| | I/We wish to comment endergates about the following aspects of this project: | | |
| | | Mrs. Mary Poling
92 Beacrane Road | • |
| | wish to state my strong support for Alternate | Pasadena, Maryland 21122 | |
| | 3 (5-Lane Curbed Roadway) as the most cost-officient | Dear Mrs. Poling: | |
| | and best solution of the traffic congestion on Route 177. | Thank you for your March 28, 1986 comm | ments supporting the |
| < | I hope that the state will not be influenced by | 5 lane roadway for the Mountain Road study
be given serious consideration. | 7. Your views will |
| 2 | the tew vocal "plants" who were present at the | The 5 lane alternate continues to be t | he preferred solution |
| r | Public Hearing on March 26. For these people to suggest | You will be advised of project develop | |
| | that Alternate 1 be accepted is asinine. We have been | mailing list and through local newspaper m | edia. |
| | atterding meetings at county and state levels for years | Very trut | y yours, |
| | ta improve Mountain Road. We must have Alternate 3. | | |
| | None of the communities - North or South of Mountain Road- | Louis H. J | Ege, JAL, |
| | whit a by-pass thru their community; regardless of | Deputy Dir
Project De | rector
evelopment Division |
| | what Mr. Ahern wants' Koute 100 can not be | | |
| | Where was the Rhouse of poor county planning. | LHE/FDS/elw | |
| | is needed and love available That vias Ome? Alternate 3 | | • |
| | is needed and long overdue. The interests of the majority | | |
| | the interests of the commercial preperty angres on Munitian | | |
| | the interests of the commercial property owners on Muntain
Road. Please keep me informed of your practices | | |
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William K. Halimann Secretary Hat Kessoff Administrator

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SHA Response: Alternate 3 is the Selected Alternate.

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Maryland Department of Transportation Willam K. Helfmann State Highway Administration **Eacraian** Hal Kasself April 18, 1986 RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road PDMS No. 023061

Mr. Edward J. Roach, Sr. 200 Beach Road to Pasadena, Maryland 21122

Dear Mr. Roach:

Thank you for your March 26, 1986 letter expressing your concerns about the Maryland Route 177 project.

While it is true that the project is controversial, we cannot agree that the overwhelming majority oppose it. We would suggest that you coordinate your views with Mr. David Williams, President of your Council, who is on record as supporting the project and who was offered an opportunity to personally review our studies prior to the hearing.

We would be happy to discuss the project and provide you a review. Please contact the Project Manager if you wish to have further discussion. We have added your name to our mailing list.

Thank you for your interest.

Very truly yours,

Louis H. Ege, Jr., Deputy Director **Project Development Division**

Frank DeSantis

Project Manager

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LHE: FDS: bh Mr. Neil J. Pedersen cc : Mr. Edward Meehan Mr. David Williams Mr. Lawrence Elliott

> 659-1109 My telephone number is 2 27 Teletypewriter for impaired Hearing or Speech

383-7555 Battimore Metro - 565-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free P.O. Box 717 / 707 North Calvert St., Battimore, Maryland 21203 - 0717 B SALE . /

ويونجه . . STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS Location/Design Public Hearing Contract No. AA 396-101-571 Maryland Route 177 Mountain Road From Maryland Route 100 to Pinehurst Road March 26, 1986 NAME PLEASE PRINT ADDRESS 161 CITY/TOWN Tasa STATE Mar una ZIP CODE 21/24 I/We wish to comment or inquire about the following aspects of this project: V-39 han do DEC I am currently on the Mailing List. Please add my/our name(s) to the Mailing List.

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Maryland Department of Transportation Administration

William K. Ha Sacratary Hal Kessell

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RE: Contract No. AA 396-101-571 Maryland Route 177 ्रि Maryland Route 100 to Pinchurst Road P.D.M.S. No. 023061

April 2, 1986

Mr. George E. Weber 1626 Southshore Parkway Pasadena, Maryland 21122

Dear Mr. Weber:

We have forwarded your inquiry relative to the Mountain Road study to our District 5 Utility Office in Annapolis. They will be providing you with a response.

Thank you for taking the time to write us.

Very truly yours,

Louis H. Ege, Jr., Deputy Director Project Development Division

bν Frank DeSantis **Project Manager**

LHE/FDS/elw

~ A.

cc: Mr. Charles W. Carroll (w/incoming)

My telephase number 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., Battimore, Maryland 21203 - 0717 Sec. 14 - · · · • ંડે 5.00 2.2-1

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| C | Location/Design Public Hearing
Location/Design Public Hearing
Contract No. AA 396-101-571
Waryland Route 177 Mountain Road
From Waryland Route 100 to Pinehurst Road
Warch 26, 1986 | Mary.
State Hi |
| - | David C. W. III ams
NAME <u>President</u> , <u>Granter Readom Gunul DATE</u> <u>3/3/86</u>
PLEASE
PRINT ADDRESS <u>1208</u> <u>Holmewood</u> <u>Drive</u>
CITVITOWN <u>Basadems</u> , <u>STATE Md.</u> <u>ZIP CODE 21122</u>
1/We wish to comment or inquire about the following aspects of this project:
<u>The Greater Pasadema Council</u> , <u>which</u> <u>represents 28</u>
<u>community associations (17 of them are on the Mt. Kd.</u>
<u>peninsula</u>), <u>supports</u> <u>the SHA plan of widening Mt. Kd.</u>
<u>to 5 lances</u> . <u>The amount of people in the communities</u>
<u>vegresented</u> <u>by This</u> <u>organization</u> <u>fax</u> <u>exceeds</u> <u>the</u>
<u>number of people who appeared at the hearing at</u> .
<u>Chesapeake</u> <u>Bay Middle</u> <u>Schort</u> <u>on 26 Memah</u> 1986 to <u>oppose</u>
<u>the projecto</u> <u>En 1984</u> . <u>the vast majority of the</u>
<u>residents of the peninsula clearing stated that</u>
<u>they preferved</u> widening <u>Mt. Rd.</u> <u>Instead of</u>
<u>constructing an emergency by pass around</u> <u>Mt. Rd.</u>
<u>The Greater Pasadema Council</u> <u>urges the SHA to proceed</u>
<u>with all deliberate speed to widen Mt. Rd.</u> <u>to</u> | Mr. David C.
Greater Pasa
1208 Holsew
Pasadena, Ma
Dear Mr. Wil
Thank yo
ing the view
Your sup
considered i
Administrati
is the prefe
community.
As reque
Thank you for |
| -
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-
(
-
- | David C. Williams
President
Greater Resadure Council
I am currently on the Malling List.
Plasas add my/our name(s) to the Malling List.
MALLINE LIST | LHE/FDS/elw
cc: Mr. N. J
Mr. E. M
383-75 |
| | | |

land Department of Transportation ghway Administration

William K. Hellmann Secretary Hel Kessell Administrator

.

April 18, 1986

RE: Contract No. AA 396-101-571 Maryland Route 177 Maryland Route 100 to Pinehurst Road

Williams, President dena Council ood Drive ryland 21122

lliams:

ou for your comments received April 7, 1986 representvs of 28 community associations in the Pasadena area.

oport for Alternate 3, the 5 lane proposal, will be in our decision making process. The State Highway ion continues to take the view that a 5 lane roadway erred solution to the transportation needs of the

sted; your name has been placed on our mailing list. or taking the time to write to us.

Very tryly yours Louis H. Ege, Jr Deputy Director \ project Development Division

. pedersen leehan

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659-1109 My telephone number is_

Teletypewriter for Impaired Hearing or Speech 55 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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SENATE OF MARYLAND ANNAPOLIS, MARYLAND 21401-1991

PHILIP C. JIMENO

COMMITTEE

AUDICIAL PROCEEDING

ARUNDEL COUNT

HOME: S35 MATTLING XVENUE BROOKLYN RURC MARTLAND 21225 S38-6134 ' OPFICE: 312 JANES SENATE OFFICE BUILDING ANHUNDLIS, MARTLAND 21401-1991 S41-3055

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PUBLIC HEARING

MD. RTE. 177 MOUNTAIN ROAD March 26, 1986

The matter before us tonight is not a new one. It is an issue that has generated great controversy and one that has no easy or simple solution. For this reason, the final solution to the traffic congestion on Mountain Road will not be popular with everyone. It is, however, an issue that can no longer be side-stepped or avoided; the time to deal with the traffic congestion is now. The citizens of the Peninsula have appropriately demanded that their government officials deal directly and immediately with this issue.

It is and always has been my position that improvements to Mountain Road are clearly needed. This is not based on my desire to accommodate future development on the Peninsula, but to meet the needs of existing residents. I feel that were we to turn our backs on this fact, we would be acting irresponsibly. The safety and convenience of all residents of this area are at stake.

As you are aware, we, the elected officials of the 31st District and the 3rd Councilmanic District were successful in obtaining funds for the three lane widening of Mountain Road. The fruits of our efforts should be realized by years end with the completion of this project. Once this short-term widening is completed, I am committed to demanding that the state officials determine if any adjustments can be made to that project so that this shortterm measure becomes our long-term solution. We will request all options including, but not limited to, interchangeable lanes be evaluated. In the meantime, if we are really serious about addressing the congestion problems on Mountain Road, we must endorse the state's plan for the five-lane widening. Failure to support this proposal at the present time could jeopardize our standing in the priorities of the state funding of highway projects. The demand for road projects continues to increase with less resources available to fund these projects.

In order for construction to begin on this alternative for Mountain Road, it will be necessary for the State Highway Administration to perform project planning studies, detailed design, and right-of-way acquisition activities prior to construction. From a project production standpoint, a minimum of four to five years would be required before construction could begin. Many of you here tonight will not be happy with what I am saying, but it is important that I give you the facts as they exist and not provide you with misleading or false information. As your elected officials, our responsibility is to seek the funding for this project. I am convinced that the State Highway Administration is committed to this project.

I am not pleased with the prospect of displacing the residents and businesses along Mountain Road, many of whom are longtime residents of the Peninsula. As I stated, there will be many years before construction begins. During this time, there will be a need for compromise and negotiation to solve our traffic congestion problem. It is my hope that we will maintain an open line of communication. It is only through an open, honest and frank exchange of ideas that we solve this long standing problem.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY **REGION III** 841 Chestnut Building Philadelphia, Pennsylvania 19107

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Louis H. Ege, Jr. Deputy Director Project Development Division (RM 310) State Highway Administration 707 N. Calvert Street Baltimore, MD 21202

> Re: MD Rt 177; 86-06-119 Environmental Assessment and Air Quality Analysis

Dear Mr. Ege:

In accordance with the provisions of Section 309 of the Clean Air Act end the National Environmental Policy Act (NEPA), EPA has reviewed the Environmental Ascessment (EA) and Air Quality Analysis for the above referenced project. Based on our review, we recommend incorporation of the wetlands avoidance approach in the Fresh Pond/Angel's Bog sres, regardless of the alternate chosen. We wish to be kept apprised of the fessibility of this approach throughout the design phase of the project. If circumventing this wetland area is determined to be impractical, a full discussion of the rationale behind that decision should be presented. In addition, mitigetion for wetland lossee, however minimal, should be coordinated with the proper agencies.

The following comments and observations refer to the EA and express our concerns regarding the environmental impacts that could be encountered. We have no comments on the Air Quality Analysis.

- p.IV-7 Mention is made of the pipe and culvert extensions that would (IV.D.3) be required by the highway expansion. The exact number of these extensions and their locations should be clarified, slong with a statement regarding the bydraulic capacities of the lengthened structures in reletion to drainage areas.
- p. IV-8 As design deteils are developed, EPA wishes to be advised nf (IV.D.3) the specifics pertaining to stornwater management and sediment and erosion control.

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Table 7 indicates that 10 of the 13 moise receptors are D. IV-20 (1V.F.2) expected to exceed the FHMA Noise Abatement Criteria for the design year, based on the study of Alternate 3. While it is understood that Alternate 3 was chosen as an example of the worst case situation, the projected noise levels are in many instances, so close to the FHNA ciriteria to suggest that the predicted noise levels from other alternates could be lower and remain within established levels. EPA therefore suggests that additional data be gathered, and noise levels computed for the other alternates as well. If the resulting projections are found to be closer to, or even within the FBMA criteria, the selection of the final alignment should take this isto consideration.

p.IV-22 In the section devoted to construction moise, consideration (1V.F.3) should be given to restricting construction to specific hours of the day. These same restrictions should also apply to the maintenance of of heavy equipment.

Thenk you for offering EPA the opportunity to review and comment on this EA. Please advise us of the status of the project's design phase with regard to wetlands avoidance, stornwater management and eedimentation/erosion issues. Should you have any questions, or if we can be of additional aesistance, plesse call Jeffrey Alper at 215/597-7817.

Sincerely, Richard V. (Epino

Richard V. Pepino Chief, NEPA Compliance Section 3

V-42

SHA Response to United States Environmental Protection Agency:

- 1. The Selected Alternate avoids Angel Bog.
- 2. This information will become available during final design. The Maryland Route 177 project will be discussed at the Quarterly Environmental Inter-Agency meetings held by the State Highway Administration. When the project reaches the appropriate stage of final design, the answers to these specific questions will be discussed at an Inter-Agency meeting.
- 3. The noise impacts of Alternate 2A would be identical to those of the Selected Alternate.
- 4. Construction and maintenance activities will generally occur during normal working hours on weekdays.

TORREY C. SROWN, M.D. SECRETARY JOHN R. GRIFFIN DEPUTY SECRETARY



STATE OF MARYLAND DEPARTMENT OF NATURAL RESOURCES WATER RESOURCES ADMINISTRATION TAWES STATE OFFICE BUILDING ANNAPOLIS, MARYLAND 2101

May 5, 1986

Mr. Louis H. Ege, Jr. Deputy Director Project Development Division State Highway Administration 707 N. Calvert Street Room 310 Baltimore, MD 21202

> Re: WRA No. 79-PP-0108 SHA No. AA-396-101-571 Environmental Asseement for MD 177 from MD 100 to Pinehurst Road in Anne Arundel County

JAMES W PECK

98. Hd Lh

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Dear Mr. Ege:

The above referenced document has received necessary review by the Water Resources Administration and other agencies within the Department of Natural Resources. The following is a summary of comments by this office and the onee provided by the Tidewater Administration's Coastal Resources Division and Pisheries Division, Capital Programs, Forest, Park and Wildlife Service and the Wetlands Division of WRA.

In accordance with Section 8-803, Natural Resources Article, Annotated Code of Maryland, a Waterway Construction Permit will be obtained from this Administration ehould the selected alternative alter the course, current, or cross-section of Angel's Bog Freeh Pond or its associated floodplains-

In addition, in accordance with Section 8-11-05 and Section 8-11A-05, Natural Recources Article, Annotated Code of Maryland, the euhject project requiree necessary review and approval for sediment control and stormwater management requiremente by the Sediment and Stormwater Division of this Administration. The Water Resourcee Administration prefers the alternative which would have the lesst impact on the watere of the State.

Please keep in mind that Angel's Bog has been designated as an Area of Critical State Concern and has been found to support a highly diverse floral community. In fact, it has the highest diversity index of all the Anne Arundel County bogs and represents one of the finest non-tidal wetland habitats in northern Anne Arundel County. Said habitat benefits uncommon nests, cerves as a repository for common species be displaced by increasing urbanization, and eupports the precence of rare plants.

Telsphone: (301) 269-2265

Mr. Louie H. Ege, Jr. May 5, 1986 Page Two

Given the aforementioned attributes of Angel's Bog, the Department strongly recommends that the avoidance option be pursued for any of the build alternatives chosen, that stringent storwater management measures be incorporated into the project to reduce the impact of increased runoff so as to maintain the existing hydrology of the contributing drainage area and to ensure its integrity, diversity and productivity. Additionally, the potential impact of increased pollutant-laden roadway runoff on Fresh Pond/Angel's Bog must be considered in the Final Environmental document.

Sincerely.

For Randy L. Harrill Chief, Waterway Permita Division

RLH:MOT:das

cc: Elder Ghigiarelli Carlo Brunori Ted Hogan Earl Shaver Arnold Norden George Krantz Wanda D. C. Adams 2

SHA Responses to Water Resources Administration:

- 1. Sediment and erosion control and stormwater management will be incorporated in the project. Required plans will be filed and permits obtained.
- 2. The Selected Alternate avoids impacts to Angel Bog.



United States Department of Agriculture Soil Conservation Service 10 W. College Terrace Room 230 Frederick, MD 21701

June 13, 1986

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 Rt. 177 from MD Rt. 100 to Pinehurst Road in Anne Arundel County

Dear Ms. Simpson:

I reviewed the information you sent relating to future land use and learned from Anne Arundel County Planning and Zoning that low density residential zoning can be defined as 1/2 to 2 units per acre. Based on the FPPA regulations, land can be precluded from "prime" if the density exceeds one unit per 3/4 acre. Therefore, this low density zoning in Anne Arundel County may be viewed as marginal for precluding "prime" soils from consideration under FPPA. However, from a practical viewpoint it is difficult to visualize how the loss of 1 - 2 ac. of statewide important soils (RuA and RuB2), that is yet to be built upon (zoned low density residential), will affect agriculture in such a rapidly urbanizing area.

If I can be of further assistance, please feel free to contact me at 394-6822.

Sincerely,

CARL E. ROBINETTE Area Soil Scientist

Enclosure

cc: James Wist, District Consvst., SCS, Annapolis, MD



Maryland State of

OFFICE OF ENVIRONMENTAL PROGRAMS DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 383-

TTY FOR DEAF: Baito. Area 383-7555 D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

April 9, 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



107

Re: Contract No. AA 396-101-571 Maryland Route 177 from Maryland Route 100 to Pinehurst Road P.D.M.S. No. 023061

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,

Edward L. Carter, Chief Division of Air Quality Planning and Data Systems Air Management Administration

ELC/cp



Maryland Historical Trust

June 26, 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 177 Widening Maryland Route 100 to Pinehurst Road Anne Arundel County

Dear Ms. Simpson:

Thank you for your letter regarding the above-referenced project.

We concur with your opinion that sites 1, 2, 3, 4, 5, 6 and 8 are not eligible for the National Register. We further concur that the Bodkin School may be National Registereligible.

Sincerely,

J. Rodney Little Director State Historic Preservation Officer

JRL/KEK/hec

cc: Mr. Anthony F. Christhilf Ms. Linda Collins Ms. Rita Suffness



JAN 22 3 05 PM '86

Maryland Historical Trust

16 January 1986

Mr. Louis H. Ege, Jr., Acting Chief Bureau of Project Planning State Highway Administration Maryland Department of Transportation P. O. Box 717 707 North Calvert Street Baltimore, Maryland 21203-0717

Re: AA 396-101-571
MD Rt 177
(MD Rt. 100 to Pinehurst Rd.)
P.S.M.S. No. 023061
Anne Arundel County, Maryland

Dear Mr. Ege:

Thank you for your letter of December 20, 1985, regarding this project. We believe that Bodkin School is not eligible for the National Register, and we agree with SHA that a determination of effect is not needed.

Based upon the results of the Phase I archeological reconnaissance conducted of the project area, we concur that the above-referenced project will have no effect upon significant archeological resources. Therefore, additional archeological investigations are not warranted for this particular project.

Sincerely,

J. Rodney Little Director/ State Historic Preservation Officer

JRL/GJA/pc cc: Ms. Rita Suffness Mr. Tyler Bastian Mr. Anthony Christhilf Mr. Michael Parker



STATE OF MARYLAND DEPARTMENT OF NATURAL RESOURCES MARYLAND GEOLOGICAL SURVEY

> THE ROTUNDA 711 W. 40TH STREET, SUITE 440 BALTIMORE, MARYLAND 21211

> > Division of Archeology 338-7236

9 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

RE: MD 177 (MD 100 to Pinehurst Dr.)

Dear Mr. Ege:

TORREY C BROWN, M.D.

SECRETARY

JOHN R. GRIFFIN

DEPUTY SECRETARY

I recently completed a Phase I archeological investigation of the proposed highway expansion of Maryland Route 177 from the juncture of Maryland Route 100 to Gibson Island. The area surveyed was confined to the limits of the proposed right-of-way as well as the section of the John Downs Memorial Park, which will be impacted by the replacement of Pinehurst Road.

A total of eleven loci were surveyed in the field over the course of several days. Loci were selected on the basis of previous experience with site prediction models. Shovel test pits were placed at approximately 20-meter intervals over most of each loci unless evident disturbances or lack of topographic integrity made testing unnecessary. Soil from the shovel test pits was screened through one quarter inch hardware screen. A total of 78 test pits were dug and screened.

Two transects within the bounds of the Maryland Route 177 project area had been previously examined (with negative results) in 1980 by the Maryland Historical Trust through a contract for the Maryland Department of Transportation to inventory the architectural and archeological resources in the area. These transects were not resurveyed during the work done on this survey.

KENNETH N. WEAVER MARYLAND GEOLOGICAL SURVEY EMERY T. CLEAVES

DIRECTOR

DEPUTY DIRECTOR

V-50

Prior to doing field work, historical background research was done to locate potentially significant archeological sites within the project limits. Search of the historical literature of the area, study of early maps, and discussions with local inhabitants during fieldwork revealed no historically important sites or buildings within the limits of the right-of-way.

The results of the fieldwork were also negative. No prehistoric cultural material was found in the 78 shovel test pits or on the surface. Some historic material was found, but is all of recent origin (post 1940).

No additional archeological field investigations are recommended in connection with this project as defined in the plans provided.

A more detailed report will be forthcoming. In the meantime if you have questions regarding this matter, please feel free to call me.

Sincerely.

Hettie Boyce / Hettie L. Boyce / HW

Archeologist

HLB:1w

4

cc: Rita Suffness

107 VI. APPENDICES

Attachment for Environmental Impact Documents Revised: November 29, 1985 Bureau of Relocation Assistance

"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 tenantoccupants. 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 selfmoves, 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 a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, 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 reestablished 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 nonprofit 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 displacment.

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.