

Finding of No Significant Impact

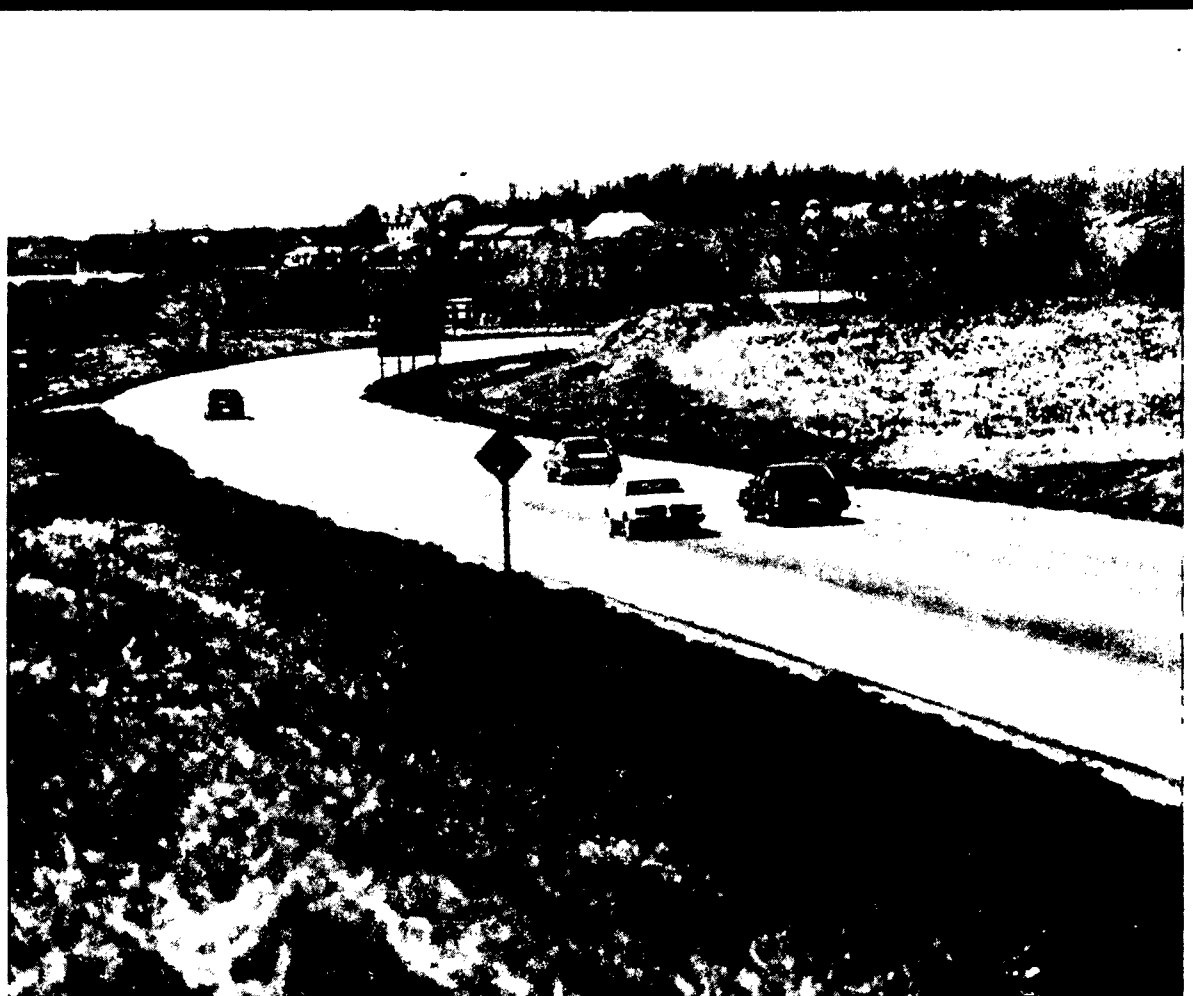
CONTRACT NO. HO 581-101-771

MARYLAND ROUTE 175

(LITTLE PATUXENT PARKWAY)

FROM SNOWDEN RIVER PARKWAY

TO U.S. ROUTE 29 HOWARD COUNTY



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FINDING OF NO SIGNIFICANT IMPACT

FOR

Maryland Route 175 (Little Patuxent Parkway) from Snowden
River Parkway to U.S. Route 29 - Howard County, Maryland

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the environmental assessment (E.A.), the attached information, and the extension of the two pedestrian underpasses by the Columbia Park and Recreation Association, Inc. The attached information summarizes the assessment and documents the selection of Alternate 2 Modified. The E.A., has been independently evaluated by the FHWA and determined to adequately and accurately 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. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

The FHWA recognizes that the legal agreement between the Maryland State Highway Administration and the Columbia Association clearly establishes the extension of the two pedestrian underpasses as the responsibility of the Columbia Association. This fact is a necessary assumption of the project. However, should the association decide not to fund the construction of the underpasses, it will be necessary to reevaluate this action prior to proceeding with PS&E approval. This would be accomplished in accordance with the established reevaluation procedures.

12/15/81
Date

Emil Elinsky
Division Administrator

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MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR M. S. CALTRIDER
MONDAY, OCTOBER 26, 1981

CONCURRENCE WITH PRIOR ACTION

In accordance with Chapter V of the Maryland Action Plan, a Final Environmental Document (Finding of No Significant Impact) is being prepared for the project listed below. Location approval will be requested from the Federal Highway Administration for Alternate 2 Modified.

1. State Contract No. HO-581-101-771
Maryland Route 175
From Snowden River Parkway
to U. S. Route 29

The decision to proceed in this manner was made by the Administrator at a meeting on October 13, 1981.

Copy: Mr. F. Gottemoeller
Mr. W. K. Lee, III
Mr. G. E. Dailey
Mr. C. E. Raith
Mr. E. M. Loskot
Mr. W. F. Schneider, Jr. ✓
Mr. H. Kassoff
SHA-Contract HO-581-101-771



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

October 26, 1981

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering *JK*

SUBJECT: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

The Bureau of Project Planning is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of November, 1981. The decision to proceed with the FONSI recommending Alternate 2 Modified for Location Approval was made by Administrator Caltrider at a meeting on October 13, 1981.

A summary of this meeting including the Project Planning Team Recommendation and the concurrence of Administrator Caltrider is attached.

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

I concur with the above information.

10/26/81
Date

M. S. Caltrider
M. S. Caltrider
State Highway Administrator

HK:cms
Attachment

- cc: Mr. Frederick Gottemoeller
- Mr. William K. Lee, III
- Mr. Gordon E. Dailey
- Mr. Carl E. Raith
- Mr. Edward M. Loskot
- Mr. Wm. F. Schneider, Jr.

COST EFFECTIVE ANALYSIS

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COST EFFECTIVE ANALYSIS OF ALTERNATES

IMPACT CATEGORY	ALTERNATE 1	ALTERNATE 2	NO-BUILD	SELECTED ALTERNATE 2 MODIFIED
Houses Displaced	0	0	0	0
Estimated number of persons affected	0	0	0	0
Businesses Displaced	0	0	0	0
Unimproved property affected	0	0	0	0
Historical sites affected	0	0	0	0
Noise level impact (sites exceeding standards)	0	0	0	0
Air Quality Impacts (Sites exceeding standards)	0	0	0	0
Wetland areas affected	0	0	0	0
Floodplain areas crossed	5	5	5	5
Threatened or endangered species affected	0	0	0	0
Stream Crossings	5	5	5	5
Pedestrian Underpass Crossings	2	2	2	2
Consistent with Land Use Plans	Yes	Yes	No	Yes
Class II Bikelane	Removed	Removed	Remains	Removed
<u>Estimated Costs (\$1,000)</u>				
Estimated Right of Way and Relocation	0	0	0	0
Estimated Construction* Cost	\$6,126,000	\$6,041,000	0	\$6,048,000
Total*	\$6,126,000	\$6,041,000	0	\$6,048,000

*Note: Construction costs for the extension of the pedestrian underpass are not included in above cost estimates. The costs are as follows:
 Alternate 1 - \$338,000; Alternate 2 - \$225,000; Alternate 2 Modified - \$242,000; Also does not include estimated \$40,000 for landscaping contract.

SUMMARY OF ACTION AND RECOMMENDATION



Maryland Department of Transportation

State Highway Administration

October 19, 1981

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

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MEMORANDUM

TO: Mr. Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

FROM: Charles G. Walsh *C.G.W.*
Project Manager

SUBJECT: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

The Administrative review meeting was conducted on October 13, 1981 in the Administrator's Conference Room to present the Project Planning Team Recommendation to Administrator Caltrider.

ATTENDING:

M. S. Caltrider	Administrator
Hal Kassoff	Director, Office of Planning & Preliminary Engineering
William K. Lee, III	Chief Engineer
Carl Raith	District Engineer
Irvin C. Hughes	Assistant Chief Engineer-Design
Thomas Hicks	" " " -Traffic
Wm. F. Schneider, Jr.	Chief, Bureau of Project Planning
Gene Straub	District Traffic Engineer
William N. Kuhl	Bureau of Landscape Architecture
Richard Davis	Bureau of Planning & Program Development
Steven Gaudio	Office of Transportation Planning
Robert Lambdin	Bureau of Highway Statistics
Marisa Lynch	Equal Employment Opportunity Section
Richard M. Evans	Bureau of Highway Design
Frank Stromberg	" " " "
Edward C. Johnson	" " " "
S. Lewis Helwig	Bureau of Project Planning
Bruce Grey	" " " "
John Harris	" " " "
Dane Lynch	" " " "
Charles G. Walsh	" " " "

My telephone number is 659-1138

Mr. Wm. F. Schneider, Jr.
October 19, 1981
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A project overview and staff recommendation was presented to the Administrator and attendees as outlined in the attached Project Planning Recommendation.

All the build alternates propose the upgrading of the existing two lane roadway to a multi-lane divided highway by adding a parallel 24 foot roadway. The build alternates differ only in respect to the width of the proposed median. The build alternates discussed included Alternate 1 with the 54 foot open median and Alternate 2 with the 24 foot curbed raised median. Both were addressed in the Environmental Assessment and presented at the Public Hearing. Alternate 1 Modified with a 30 foot open median which was investigated following the Public Hearing and Alternate 2 Modified with a 30 foot curbed median which surfaced during this recommendation meeting were also discussed. The median width discussion concluded that:

- Alternate 1 - The 54 foot open median would provide greater operational freedom and vehicle recovery area but would have the greatest impact to existing berms and woods. The 54 foot median would require a longer traffic signal phase at intersections to clear pedestrian movement across the highway, causing greater traffic delay.
- Alternate 1 Modified - The 30 foot open median would provide less recovery area but would be more suitable to accommodate pedestrian movement and would eliminate the need for the retaining wall required with the 54 foot median to preserve an existing earthberm adjacent to Sohap Lane.
- Alternate 2 - The 24 foot curbed median would have the least impact on adjacent berms and woods but would provide the least vehicular maneuverability particularly at intersections where double left turning lanes are to be provided.
- Alternate 2 Modified - The 30 foot curbed median provides a suitable median width to accommodate pedestrian movement while allowing maneuverability for double left turning vehicles. A retaining wall would not be required to preserve the height and effectiveness of the existing earthberm at Sohap Lane.

The Administrator selected Alternate 2 Modified. Comments from staff during the open discussion of the alternative median widths contributed toward the selection. Alternate 2 Modified proposes the dualization of Route 175 from Snowden River Parkway to U.S. Route 29 by constructing a parallel 24 foot roadway separated by a 30 foot curbed, depressed median. The existing four at-grade intersections

Mr. Wm. F. Schneider, Jr.
October 19, 1981
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would remain as such and no new intersections are proposed. The "T"-intersection at Snowden River Parkway would be retained. The determination of the need for double left turning lanes at the four at-grade intersections will be made during the Final Design Phase.

After selecting the 30 foot curbed recessed median alternate and discussing the other elements of the recommendation, the Administrator concurred with the remainder of the staff recommendation as presented in the Project Planning document, in particular:

- The State Highway Administration will not pursue a pedestrian overpass at Tamar Drive.
- The extension of the two existing underpasses are a necessary assumption of the dualization. This Administration expects the Columbia Association will concur and honor their agreement by undertaking the cost of extending the underpasses.
- The proposed improvement will not retain the existing Class II bikelane along Route 175.
- The proposed improvement will include landscaping to screen residential development from the roadway.
- The Smith Property located between Tamar Drive and Thunder Hill Road will retain direct access onto the existing roadway. No crossover will be considered at this location. Should future development of the Smith Property warrant a crossover, it would be located to the east within the prescribed break in the right-of-way line of through highway as shown on Plat No. 41571.
- Alternate 2 Modified will be further processed on the basis of a Finding of No Significant Impact (FONZI).

CGW:cms
Attachment

cc: Attendees

- | | |
|----------------------------|------------------------|
| Mr. Emil Elinsky | Mr. Gordon E. Dailey |
| Mr. Frederick Gottemoeller | Mr. William C. Krieger |
| Mr. James K. Gatley | Mr. Paul S. Jaworski |
| Mr. H. Thomas Summers | Mr. Thomas L. Cloonan |

MARYLAND ROUTE 175

Snowden River Parkway to U.S. Route 29
Contract No. HO 581-101-771

PROJECT PLANNING RECOMMENDATION

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I. Background

A. Purpose of the Project

The dualization of Maryland Route 175 is needed to ensure that sufficient roadway capacity exists to adequately provide for the existing and projected traffic growth that is anticipated in the eastern portion of Howard County. With the projected increases in population, employment, and traffic, the existing roadway and particularly the intersections would experience increased congestion. Existing intersections at Thunder Hill Road, Tamar Drive, Dobbin Road, and Snowden River Parkway are already experiencing unstable operating conditions during peak hour traffic periods. Operating speeds along the mainline currently average 15 mph during peak hour with the existing and proposed speed posted at 45 mph. The proposed action is necessary to improve safety and operating characteristics, alleviate present congestion, and to accommodate forecasted traffic growth on Maryland Route 175.

Maryland Route 175 serves as one of the major east-west routes in Howard and Anne Arundel Counties. In general, Maryland Route 175 in conjunction with the other major east-west routes, serves the traffic entering and leaving the communities of Columbia and Ellicott City. The east-west routes serve as feeder roads for the longer distance trips using U.S. Route 29, I-95, and U.S. Route 1. Other proposed roadway improvements within the Howard County network would not negate the need for the Route 175 dualization.

B. Project History

The existing two lane roadway was constructed in 1975 within a right of way corridor sufficient to support an ultimate six lane divided facility. Current Phase II engineering and environmental studies began in July, 1979. These studies were preceded by an initial planning phase conducted by the Office of Transportation Planning beginning in the fall of 1978. The initial planning phase, which included a public meeting and the preparation of a Systems Planning Report, served as the basis for obtaining elected official approval to proceed with the current study. A second public meeting utilizing the workshop format was held in April, 1980 at the conclusion of Stage 1 of the Project Planning Phase. The Public Hearing was held in June, 1981. Location Approval is anticipated for February, 1982.

Project Planning Studies are being developed by In-house forces with 100% State funds.

The project is currently identified in the 1981-1986 MDOT Development and Evaluation Program with funding programmed for the Project Planning and Preliminary Design Phases.

The project is consistent with Regional, County, and local plans. Recent coordination with local planning authorities and elected officials indicates that this project continues to be of high priority in Howard County.

II. Alternates

A. Build

The two build alternates, Alternate 1 and Alternate 2, which were introduced at the beginning of Project Planning activities in July, 1979 have remained intact throughout the course of the study. A third build alternate, Alternate 1 Modified, was introduced following the June, 1981 Public Hearing. The three build alternates propose upgrading the existing two lane roadway to a multi-lane divided highway by adding a parallel roadway. The parallel roadway would be located on the north side of the existing roadway between Snowden River Parkway to 1500 feet west of Dobbin Road and would be located south of the existing roadway from that point to U.S. Route 29. The build alternates generally differ only in respect to the width of the proposed median.

The location and construction of the existing 24 foot roadway was predicated on the assumption of a future additional 24 foot roadway, separated by a 64 foot median. A 64 foot median is in place at both the U.S. Route 29 westerly terminus and at the easterly terminus of the study from east of Snowden River Parkway to Interstate Route 95. However, in the interest of preserving as much of the existing right-of-way in its natural state the maximum median width proposed for the current build alternates is 54 feet. The reason for preserving the existing right-of-way is that it contains earth berms and wooded areas which buffer residential development from the roadway. The preservation of these

buffers has been a particular concern of several of the Columbia Village Boards and individual residents who have been actively involved in the development of the study.

Four existing at-grade intersections are included within the study limits: Route 175 intersections with Snowden River Parkway, Dobbin Road, Tamar Drive, and Thunder Hill Road. For all build alternates, existing intersections would be expanded to accommodate projected traffic volumes by providing for double left turning lanes where needed. No new intersections are proposed.

A "T" intersection exists at Snowden River Parkway and Route 175. In line with previous highway network assumptions this "T" intersection was designed to accommodate the future construction of a grade separated interchange. Those previous assumptions included the extension of Snowden River Parkway northerly to Maryland Route 372 in Baltimore County. However, this extension is not now anticipated for the foreseeable future and this Project Planning study proposes the retention of the at-grade "T" intersection with provisions for double left turning lanes from westbound Route 175 to southbound Snowden River Parkway.

Alternate 1

Alternate 1 proposes the construction of a new 24 foot roadway parallel to the existing roadway and separated by a 54 foot open median (see brochure for typical section). The Alternate 1 parallel roadway begins approximately 1100 feet east of Snowden River Parkway on the north side of the existing roadway. At its beginning point, the proposed parallel roadway would be separated by the existing 64 foot median which would then gradually taper into the proposed 54 foot median 1500 feet west of Dobbin Road. From that point, the additional roadway, separated by a 54 foot median, is proposed to be located south of the existing roadway. This section would continue to a point approximately 800 feet east of U.S. Route 29, where the proposed roadway and 54 foot median would transition into the existing roadway section with a 64 foot median.

Utilizing the 54 foot median proposed in Alternate 1 requires the construction of a retaining wall (estimated cost: \$151,000) in the vicinity of Sohap Lane to reduce outside slope grading and thus avoid damages to an existing earth berm. The berm is located on the south side of Route 175 approximately 600 feet east of Thunder Hill Road and, as with other berms along this segment of Route 175, was built to serve as a sound barrier and to screen residential development from the existing roadway. The retaining wall would have a maximum height of approximately 7 1/2 feet, would have a jersey type barrier facing and would extend approximately 725 feet easterly from the vicinity of the existing pedestrian underpass east of Thunder Hill Road. During the development of this alternate, the Assistant Chief Engineer for Development approved a "Design Exception" for this retaining wall allowing the wall to be constructed 14 feet from the outside edge of roadway. Design personnel reasoned that the 54 foot median incorporating the "Design Exception" was preferable to a reduction in median width to preserve the berm.

Alternate 1 Modified

This alternate was developed following the Public Hearing.

Alternate 1 Modified proposes the construction of a new 24 foot roadway parallel to the existing roadway and separated by a 30 foot open median. The termini for Alternate 1 Modified are generally the same as for Alternate 1. The significant difference is the width of median. Reducing the width of median from 54 feet to 30 feet would eliminate the need for the retaining wall to preserve the earth berm at Sohap Lane while retaining the safety characteristics of an open median.

Alternate 2

Alternate 2 proposes a 24 foot curbed raised median (see brochure for typical section) to separate the existing roadway from the proposed parallel roadway. The termini for Alternate 2 are generally the same as for Alternate 1 and Alternate 1 Modified. The narrower median proposed for Alternate 2 would reduce the limits of outside slope grading to the extent that a retaining wall would not be needed to preserve the earth berm adjacent to Sohap Lane.

Alternate 2 was not recommended for consideration because, from a safety aspect, the 24 foot curbed raised median proposed for Alternate 2 is less desirable than either of the open median alternates. Also, Alternate 1 Modified provides benefits similar to Alternate 2.

No-Build

With the No-Build Alternate, Route 175 would continue as a two lane roadway. There would be no major improvements to the existing roadway or intersections. Any improvement would be limited to normal maintenance and spot safety improvements. If the projected increases in population, employment and traffic materialize as expected, the existing roadway, and particularly the intersections, would experience increased congestion. Existing intersections at Thunder Hill Road, Tamar Drive Dobbin Road, and Snowden River Parkway are already experiencing unstable operating conditions during peak hour. In addition, intersections at Thunder Hill Road and Tamar Drive have been identified as High Accident Intersections (see page 8). Operating speeds along the mainline currently average 15 miles per hour during peak hours.

Intersection analyses (see page 7) show that three of the four existing Maryland Route 175 intersections are currently operating at LOS "F" during peak hours. The exception is the Snowden River Parkway intersection which operates at LOS "D".

Special Projects

An interim improvement for the intersection of Maryland Route 175 and Thunder Hill Road is currently in the Design Phase with construction proposed for the Fall of 1981. The improvement, which is being undertaken jointly by District 7 of the State Highway Administration and Howard County, will facilitate traffic movement through the intersection by removing two of the existing traffic islands and modifying the remaining two to provide an additional lane both eastbound and westbound on Route 175.

Also, an interim improvement proposal for the Snowden River Parkway intersection is recommended by the Project Planning Team in the event that funding constraints would severely delay the proposed dualization. The interim improvement, as developed by the District 7 staff, would provide an additional Route 175 eastbound through lane, reducing queues and improving overall intersection level of service. The approximate cost would be in the range of \$48,000.

B. Service Characteristics

1. Capacity Analysis & Traffic Projections

In 1977, a comprehensive transportation planning analysis of the proposed Maryland Route 100 travel corridor between northern Anne Arundel and eastern Howard Counties was initiated by the Maryland Department of Transportation. Route 175 was an element of the analysis and conclusions from the analysis indicate that the proposed improvement to Route 175 would be needed regardless of other possible roadway improvements. Improvements as proposed for the build alternates would add sufficient roadway capacity to allow Route 175 to operate at favorable levels of service beyond Design Year 2006.

AVERAGE DAILY TRAFFIC

No-Build

1979	1986	2006
24,150	25,150	28,625

Build

1979	1986	2006
24,150	28,300	46,225

INTERSECTION ANALYSIS

OPERATING SPEED

1. 1979
2. 2006 No-Build
3. Build without Snowden River Parkway
4. Build with Snowden River Parkway

PEAK	OFF-PEAK
------	----------

15	45
10	45
25	45
25	45

CONDITIONS

1. Existing
2. No-Build
3. Build without Snowden River Parkway
4. Build with Snowden River Parkway

THUNDER HILL ROAD

Year	Conditions	L.O.S.
1979	1	F
2006	2	F
2006	3	C
2006	4	C

TAMAR DRIVE

Year	Conditions	L.O.S.
1979	1	F
2006	2	F
2006	3	D
2006	4	D

DOBBIN ROAD

Year.	Conditions	L.O.S.
1979	1	F
2006	2	F
2006	3	D
2006	4	D

SNOWDEN RIVER PARKWAY

Year	Conditions	L.O.S.
1979	1	D
2006	2	F
2006	3	B
2006	4	D

2. Accident Data

The study segment of Maryland 175, from Snowden River Parkway to U.S. 29, experienced a total of 110 reported accidents during the three-year period from 1977 through 1979. These accidents resulted in a computed rate of 221 accidents based on 100 million vehicle miles of travel (accidents/100MVM). This is presently lower than the statewide average rate of 305 accidents/100MVM for all similar design state maintained highways. The accidents at this specific location on Maryland 175 have generated a cost to the motoring and general public of approximately \$1.9 million/100MVM.

Below is the accident experience by severity, indicating the number of persons killed and injured for this three-year period (1977 through 1979).

<u>Severity</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>Total</u>
Fatal Accidents	2	1	1	4
Persons Killed	3	2	1	6
Injury Accidents	8	11	23	42
Persons Injured	15	18	45	76
Property Damage Only	20	26	18	64
Total Accidents	30	38	42	110

Despite this low overall accident rate, four fatal accidents, resulting in six deaths occurred on Maryland 175 during this three-year period. These accidents resulted in a fatal accident rate of 8.04 accidents/100MVM, which exceeds the statewide average rate of 3.1 fatal accidents/100MVM. In addition, a triple fatality accident occurred in 1976 on Maryland 175 at Dobbin Road. Research indicates that three of the five fatal accidents which occurred since 1976 were due to opposite direction collisions.

The study area of Maryland 175 has also experienced a higher than normal incidence of left-turn and opposite direction accidents.

Two locations within the study area meet the criteria as High Accident Intersections (HAI). These locations are listed below, including the year and number of accidents.

<u>Location</u>	<u>Year (Number of Accidents)</u>
MD 175 @ Thunderhill Road	1977 (14), 1978 (15), 1979 (14)
MD 175 @ Tamar Drive	1978 (17), 1979 (15)

The proposed controlled access four-lane divided highway should significantly reduce both the high fatality rate as well as the number of opposite direction collisions that are now occurring. It is estimated that implementation of this proposed project would result in an accident savings to the motorist of approximately \$742,000/100MVM.

3. Access Control

The controlled access character of the roadway would be maintained with access to adjacent properties provided by the County roadway system connecting to Route 175 at existing intersections. There is, however, one private property, the Smith property, which has direct access to Route 175. The Smith property, situated midway between Tamar Drive and Thunder Hill Road, was severed by the initial roadway construction in 1975. The southern portion of the property retained access to Oakland Mills Road, and the State Highway Administration provided for access to the northern portion via a 50 foot break in the Route 175 right-of-way line of through highway. This break was established in 1973 to provide immediate access to Route 175 for the Smith property and to accommodate future public access in the event of future development of the Smith property. Provisions for access to the Smith property included a median crossover in the event Route 175 were dualized. The location of the future crossover meets intersection spacing criteria for this type of highway.

However, the existing Smith property entrance was not constructed within the prescribed break in the right-of-way line of through highway. During the initial two lane construction phase, Mrs. Smith objected that several trees outside the right-of-way would be removed by grading for the entrance. An agreement was reached to relocate the entrance further to the west where it currently exists. A future median crossover is not considered for this location.

The Smith property fronts approximately 2800 feet along Route 175. The existing entrance will not be effected by the proposed dualization which occurs to the south of the existing roadway.

C. Environmental Summary

The upgrading of Maryland Route 175 from U.S. Route 29 to Snowden River Parkway would have no significant impact on the quality of the human or natural environments. The proposed action will occur within the existing right of way. No businesses or residences would be displaced, and no historic or archeological sites would be impacted. No violations of the State or Federal National Ambient Air Quality Standards (S/NAAQS) are predicted to occur for any of the proposed alternates. Design noise levels would not be exceeded for any of the alternates. Five (5) streams would be crossed by the proposed action, but no significant impact on the floodplain of the streams would occur. There would be no wetlands impacts and no threatened or endangered species will be affected by the proposed action.

D. Other Study Considerations

1. Pedestrian Overpass at Tamar Drive

At the Department's 1979 Consolidated Transportation Program meeting with elected officials of Howard County, the elected officials requested the State Highway Administration to investigate possible pedestrian safety measures for the intersection of Tamar Drive and Maryland 175. Elementary school children residing north of Route 175 must cross Route 175 at Tamar Drive to attend Jeffers Hill Elementary School located south of Route 175.

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Originally it was not planned to have children cross Route 175 to attend elementary school, but due to the delayed development of two parcels of land Howard County school officials have drawn from the area north of Route 175 to provide classroom balance. With the development of the two parcels current population trends indicate that there would be an insufficient increase in the number of elementary school children to warrant construction of a school north of Route 175 and Jeffers Hill Elementary School boundaries would continue to extend north of Route 175.

A preliminary investigation was undertaken by the Project Planning Team in the Spring of 1980 and the details are documented in a report which is available from the Project Manager. The investigation indicated that approximately 50 children crossed Route 175 in the morning and approximately 75 crossed in the afternoon. Howard County police provided a uniformed officer to protect the crossing during these hours of highest school related pedestrian activities. The intersection is clearly marked with cross-walk stripes, Walk and Don't Walk luminaries and a traffic actuated traffic signal. The speed limit is 45 mph for vehicles on Maryland 175 and sight distances at the intersection are very good. Free right turn lanes are provided to facilitate traffic movement.

In the Spring of 1981, the Howard County School Board initiated an experimental bus service for the children who attend Jeffers Hill Elementary School and live north of Route 175. This experimental service accommodated children attending Jeffers Hill Elementary School during normal morning and afternoon hours. At their July 15, 1981 meeting the Howard County School Board voted to continue to provide the busing service while their staff pursues other alternatives.

The estimated cost for a standard pedestrian overpass at this location is approximately \$1,000,000. The Project Planning Team is recommending that this Administration not pursue the pedestrian overpass proposal, but, should invite Howard County and/or the Columbia Association to consider funding the pedestrian facility. The Howard County Planning and Zoning Director has been approached in this regard but no response has been received to date.

2. Existing Pedestrian Underpass/Bikeway System

Two existing underpasses located approximately 1800 feet east of Tamar Drive and 500 feet east of Thunder Hill Road currently provide passage for pedestrians and cyclists under the existing roadway. The Columbia Association originally financed the construction of the underpasses and it is their responsibility, by agreement with this Administration, to decide whether to extend the existing underpasses and to bear the cost. The estimated cost for extending the existing underpasses for Alternate 1 is \$338,000; for Alternate 2 \$225,000; and for Alternate 1 Modified \$242,000. The Alternate 1 cost includes steel grid decking to allow natural lighting to penetrate the underpass. The underpass extensions proposed for Alternate 2 and Alternate 1 Modified are shorter and could not effectively utilize natural lighting. Their costs reflect closed decking. By the agreement, the Columbia Association must exercise their option to extend the underpasses within 90 days following notice by this Administration of our intent to commence construction. Failure by the Columbia Association to exercise their option may allow this Administration to backfill and seal the existing underpasses.

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However, the underpasses are an integral part of an elaborate Class I bikeway system which extends throughout Columbia and the extension of the underpasses is a necessary assumption of the dualization. A further assumption is that the Columbia Association will concur and honor their agreement by undertaking the cost of extending the underpasses.

A Class II bikeway (paved and marked shoulder) also exists within the confines of the project. The Class II bikepath runs along the shoulder of Route 175 between Dobbin Road and Thunder Hill Road. With the construction of a build alternate, there are no proposals to retain the Class II bikeway. Bikeways which are not physically separated from the roadway used by motor vehicles are inconsistent with safe design criteria recommended for controlled access divided highways such as is proposed for Route 175. The elimination of the Class II bikeway is in conformance with the Howard County Master Plan. The existing Class I system provides a suitable replacement which better serves the cyclist.

3. Berms/Woods

Several earth berms which serve to screen residential development from the roadway are located within the existing right-of-way. These berms were constructed by this Administration at the time that the existing roadway was constructed as a result of agreements between this Administration and the Columbia Transportation Committee. The agreements developed through extensive coordination between the Bureau of Landscape Architecture, the State Highway Administration Chief Engineer, and Columbia Association Village Boards and their Transportation Committee. The Project Planning Team has recognized the sensitivity of this issue and measures have been considered to preserve the berms.

Two of the berms are situated close enough to the proposed construction to be effected: The first, located in the vicinity of Lapwing Court on the south side of Route 175, will sustain minor slope grading that will not reduce the berm's height nor its effectiveness. The second, located in the vicinity of Sohap Lane on the south side of Route 175 east of Thunder Hill Road, would require the construction of a retaining wall with Alternate 1 to preserve the berm's height and effectiveness.

A third berm is located on the north side of Route 175 between Tamar Drive and Dobbin Road. The berm is situated between the existing roadway and Shalom Square, a housing development of approximately twelve single-story, single family frame apartments for retired citizens. Citizen suggestions that this berm be heightened and lengthened were investigated and found to provide a negligible benefit. The Project Planning Team is, however, recommending that additional vegetative screening be provided as a partial mitigation measure.

A similar sensitive issue surfaced during the study process concerning a wooded area partially situated within the existing right-of-way on the south side of Route 175 east of Tamar Drive. The trees provide a natural buffer between Route 175 and the Wooded Ridge and Jeffers Glen townhouses. A spokesman for these communities indicated concern that the proposed alternates, although being contained within the existing right-of-way, would reduce the existing wooded buffer by the removal of trees from within the existing right-of-way. The area of concern is approximately 600 feet in length with an average depth of approximately 150 feet. Alternate 1 would remove a strip of trees approximately 50 feet deep or 0.8 acres. Alternate 1 Modified or Alternate 2 would remove a strip of trees approximately 30 feet deep or 0.4 acres. If Alternate 1 were constructed approximately 400 feet of the existing woods depth would be preserved. The closest townhouse would be approximately 450 feet from the edge of grading in this area and 500 feet from the edge of the proposed roadway. The trees which would be removed are considered by the Project Planning Team to be of minor significance as a buffer.

E. Implementation Costs (Estimate 1981 \$'s)

<u>Alternate</u>	<u>Right-of-Way & Relocation</u>	<u>Construction (\$1,000)</u>	<u>Total* (\$1,000)</u>
1	0	\$6,126	\$6,126
2	0	\$6,041	\$6,041
1 Modified	0	\$5,831	\$5,831

* Does not include estimated \$40,000 for recommended landscaping contract.

Cost to Columbia Association to Extend Underpasses

Alternate 1	\$338,000
Alternate 2	\$225,000
Alternate 1 Modified	\$242,000

Pedestrian Overpass at Tamar Drive

Alternate 1	\$1,130,000
Alternate 2	\$1,105,000
Alternate 1 Modified	\$1,110,000

III. Positions Taken

A. Elected Officials

The dualization of Route 175 has been looked upon favorably by Howard County elected officials on the occasion of the annual Program tours as well as informally during the study process.

The Howard County Council vice chairperson, Mrs. Elizabeth Bobo wrote to us in April, 1980 recommending that this Administration construct a pedestrian overpass at Tamar Drive as soon as possible.

To date, the Public Hearing has generated no additional comment from elected officials.

B. Citizens and Associations

The Long Reach Community Association which had supported the dualization since the initial public meeting withdrew their support until the roadway proposals include a pedestrian overpass at Tamar Drive.

The Village Board of Oakland Mills did not comment during the Public Hearing process. Their most recent comments followed the Alternates Public Workshop and were supportive of a "long overdue" dualization.

The Village of Harpers Choice has, throughout the study, supported a "prudent and feasible" dualization, with consideration for pedestrian grade separations and sensitivity to the concerns of adjacent communities.

All associations commenting, recommended that provisions be included to improve noise attenuation throughout the project.

The Jeffers Glen Community Association, a development of 140 townhouses south of Route 175 between Dobbin Road and Tamar Drive, indicated through their representative who spoke at the Public Hearing that they oppose the dualization. Throughout the study process the representative of this Community had recommended a median barrier alternate to preserve as much as possible of a wooded area within our existing right-of-way.

C. Agencies

The Howard County Office of Planning and Zoning has reviewed the Environmental Assessment and gone on record as supporting Alternate 1.

The Howard Research and Development Corporation went on record at the Public Hearing in support of Alternate 1. Their recommendation that double left turning lanes be considered for all the intersections has been incorporated in the Project Planning Team Recommendation. They also suggested that responsibility for the future construction of an interchange at Snowden River Parkway should lie with this Administration.

IV. Recommendation

The Project Planning Team recommends the dualization of Maryland Route 175 utilizing an open median, either Alternate 1 with the 54 foot open median or Alternate 1 Modified with the 30 foot open median. The differences between Alternate 1 and Alternate 1 Modified are directly related to the difference in median width. Alternate 1 with 24 more feet of median provides an additional increment of safety for errant vehicles. Alternate 1 also provides the flexibility to efficiently add additional lanes, which is compatible with the existing 64 foot median at each end of the study segment. Alternate 1 Modified with a 30 foot median eliminates the need for a \$151,000 retaining wall, reduces the extent of outside slope grading, and represents a total cost savings of approximately \$295,000 compared to Alternate 1. The total estimated cost for Alternate 1 is \$6,126,000. For Alternate 1 Modified, \$5,831,000.

Either selection is consistent with State, Regional, and local plans.

The recommendation provides for an additional two lane roadway parallel to the existing two lane facility, thereby completing the dualization of Route 175 from east of I-95 to west of U.S. Route 29. Proposed roadway construction would begin approximately 1100 feet east of Snowden River Parkway where the existing dualized segment of Route 175 begins its transition into the undivided study segment. The proposed roadway would be located north of the existing roadway from its beginning point east of Snowden River Parkway to approximately 1500 feet west of Dobbin Road. At the point where the existing and proposed dualizations interface the 64 foot existing open median would gradually taper to a 30 or 54 foot median west of Dobbin Road. From west of Dobbin Road to the Route 29 Interchange, where it would connect with the westbound lanes of the existing divided roadway, the proposed roadway would be constructed south of the existing roadway. A median transition from 30 or 54 feet to the existing 64 foot median would also occur at this end of the project.

The four at-grade intersections within the study limits are recommended to remain as such. A "T" intersection configuration at Snowden River Parkway would be retained with provision for double left turning lanes. The need for the double left turn lanes should be further reviewed in the Final Design Phase. Intersections with Dobbin Road, Tamar Drive, and Thunder Hill Road are also recommended to remain at grade with provisions for double left turning lanes to be further reviewed in the Final Design Phase.

The Project Planning Team recommends the elimination of the existing Class II bikelane along Route 175 in conformance with local plans, but not until such time as the dualization occurs. The elimination of the Class II bikelane is dependent upon the retention of the existing Class I bikepath which, in turn, is dependent upon the extension of the two existing underpasses. The Team, therefore, recommends that this Administration, through close coordination, encourage the Columbia Association to honor their agreement by funding the extension of the underpasses.

The Team recommends that a landscaping contract be considered for the proposed improvement to screen residential development from the roadway. The estimated cost is \$40,000 and has not been included in the total cost shown in the brochure. Specific sites for landscaping consideration include the berm adjacent to the Shalom Square housing for the elderly, located north of the existing lanes. Although the existing berm is situated on the opposite side of the road from where construction would occur and although Federal noise standards would not be exceeded, public comments throughout the Project Planning Phase have emphasized a need for improved noise attenuation at the Shalom Square site. Landscaping would provide visual screening and serve as a partial mitigation measure.

On the south side of the proposed roadway, landscaping consideration is recommended specifically for the area between Tamar Drive and Thunder Hill Road. Some landscaping which already exists in this area may be partially eliminated by the proposed construction.

In the event that funding is not available for the recommended improvement, an interim Special Projects improvement is recommended for the intersection of Route 175 and Snowden River Parkway as described on page 6.

PUBLIC HEARING COMMENTS

HEARING SUMMARY

A Combined Location/Design Public Hearing was held for the project on June 16, 1981 at 7:30 p.m. in the Jeffers Hill Elementary School located at 6000 Tamar Drive in Columbia, Maryland. The purpose of the hearing was to present information relative to the engineering and environmental analysis and to receive public comments on the project.

Four (4) individuals made statements following the presentation by State Highway Administration personnel. The following is a summary of the statements made.

MR. GENE ENG - Representing Jeffers Glen Community Association

Mr. Eng stated that the proposed project would locate a dangerous intersection at Tamar Drive and Maryland Route 175 similar to the U.S. Route 29 and Maryland Route 108 intersection within a densely populated residential area.

In addition, he stated the proposed project would make crossing Maryland Route 175 more difficult for school children. Crossing guards currently cannot protect the children and the only safe means to transport the children across Maryland Route 175 would be by bus.

The proposal also creates a social problem by splitting the Village of Long Reach and making access to the village shopping center more difficult. It separates residents from the village center since there is no funding for the pedestrian cross-walk or the underpasses. This is a social impact that challenges the original Columbia concept as residents will not be able to reach the village center by walking or biking.

The predicted population increases and facilities planned for these increases have not occurred. The predicted traffic increases also will not be fulfilled unless the purpose of the project is to funnel truckers from Maryland Route 29 over to Maryland Route 175 and U.S. Route 1 to get to the Truckers Inn. This will result in a noise impact.

Since there is no alternate for a median barrier between Tamar Drive and Dobbin Road, Mr. Eng's association felt the dualization without a limited barrier would adversely affect the wooded area and result in noise impacts.

We now advocate a no-build alternative for Maryland Route 175.

Response:

The comparison of the U.S. Route 29 and Maryland Route 108 intersection to the Maryland Route 175 and Tamar Drive intersection is not accurate. The U.S. Route 29 and Maryland Route 108 intersection differs in physical aspects from the Tamar Drive intersection by traffic volumes, sight distances, and vertical geometrics. In addition, the selected alternate 2 Modified would improve the existing High Accident Intersection (HIA) at Maryland Route 175 and Tamar Drive.

The Board of Education of Howard County will continue to bus the students through the intersection of Tamar Drive and Maryland Route 175 until alternative measures are found. Such measures may include the use of crossing guards, increased utilization of the Tamar Drive underpass and adjustment of the school boundaries. The School Board voted at their July 15, 1981 meeting to continue the busing service for the 1981-1982 school year.

In regard to the project dividing the Village and creating difficult access to the neighborhood and Village centers, it should be understood that the underpasses east of Thunder Hill Road and Tamar Drive will be extended. Funding for the extension of the underpasses will be ascertained at a later date in accordance with 1973 Columbia Association/State Highway Administration Agreement.

The population revisions based upon 1980 Preliminary Census Figures (see Correspondence Section - Howard County's letters) indicate a minimal decrease from the 1978 Regional Planning Council projections stated in the Environmental Assessment (EA). Traffic projections are based upon the projected land use, employment and

population figures which indicate insufficient capacity to provide for existing and projected growth.

A median barrier with inside shoulders would require almost the same width as Alternate 2 (24' median). The barrier would not be as safe as the alternates studied and aesthetically would not conform to the Columbia design concept. The proposed dualization would not adversely affect the wooded area (See page 14 of Staff Recommendation) and would not result in exceedance of Federal Noise Design Criteria (See EA p. 62-74). The selected alternate 2 modified will result in the removal of a strip of trees 30' deep or 0.4 acres.

MR. JOSEPH NECKER - Assistant Director of Engineering, Howard Research and Development Corporation

Mr. Necker stated that the Environmental Assessment tends to indicate a lack of understanding of the composition of Columbia. The project is not east of Columbia but is located within the eastern segment of Columbia, east of Town Center. Mr. Necker then described the village concept within the planned development.

Mr. Necker pointed out that the need for project is not only for the development of East Columbia, but for all of Columbia as a regional retail and employment center and to continue development in the area peripheral to Columbia as provided for in the relevant planning documents. Further, HRD feels the project will positively enhance employment opportunities as well as the ability of the area to attract new sources of revenue, and the ability of the area to attract tourism.

HRD feels that dual left turn lanes are also needed at Thunder Hill Road, Dobbin Road and Snowden River Parkway based upon current

traffic conditions and imminent development as shown on the Columbia Preliminary Development Plan. For the Snowden River Parkway intersection, Mr. Necker stated that an unsafe condition exists today without the future planned development. Dual left turn lanes are a must at all the intersections.

HRD strongly disagrees that a grade separated intersection at Snowden River Parkway is the responsibility of Howard County since the State's original plan called for an interchange and as portions of the southeast quadrant ramps have already been constructed. However, HRD agrees that recent changes in the overall traffic network may negate the need for this interchange. It is possible the existing intersection will operate at an acceptable Level of Service (LOS) with the at-grade intersection and dual left turn lanes.

The Alternate '2' raised median can be easily jumped by vehicles and is more unsafe than no median.

In conclusion, HRD reiterates previous comments and recommend that Alternate 1 be adopted for the following reasons: 1) it conforms more with the original planning of the project, 2) is needed to provide dual left turns at intersections, 3) safer, 4) more aesthetically acceptable, and 5) has no significant additional impact upon adjacent land uses.

Response:

For the selected alternate, existing intersections would be expanded by providing for the dual left turn lanes where needed. Dual left turn lanes are proposed for the Maryland Route 175 and Tamar Drive intersection.

The selected alternate 2 modified satisfies the major points presented for adopting Alternate 1. In addition, it provides a

suitable median width to accommodate pedestrian movement while allowing maneuverability for double left turn lanes.

An interim improvement at the Thunder Hill Road intersection which will add an additional lane on east and westbound Maryland Route 175 is proposed for construction in the Fall of 1981. Also, a special project for the Snowden River Parkway intersection is scheduled for advertisement in late October or November with construction proposed in December, 1981. The proposal provides for an additional westbound through lane on Maryland Route 175 thereby reducing queues and improving overall intersection level of service.

MR. FRED WEAVER - Vice-Chairman of Columbia Council representing the Village of Long Reach and member of the Columbia Association Board of Directors

The alternates are not acceptable unless they include a pedestrian crossing. The pedestrian crossing is a pre-condition. The Columbia Association (CA) in 1973 felt it prudent to have an option to extend the underpasses, but is not committed or obligated to exercise such an option. CA has not allocated money for the underpass extension. Without the underpass or overpass, Maryland Route 175 divides the community and creates an unsafe condition for pedestrians. If financial constraints exist, then the project should not be undertaken until these constraints are resolved. The projected costs for the overpass appear to be overestimated.

Traffic at Maryland Route 175 and Tamar Drive presents a hazard to crossing guards. The Board of Education advises that busing through this intersection is an unacceptable permanent condition and it is questionable the Board is committed to this action.

Maryland Route 175 without an overpass interrupts the neighborhood concept by dividing it. Since the neighborhood came before Maryland Route 175, the road should accommodate the neighborhood. The Village Board requested the CA to deny right of way to the Board of Education to build a pathway to accommodate neighborhood children. This decision was based on safety and the Board concurred that the area was unsafe to require children to walk.

Response:

For the selected alternate 2 modified, the underpasses east of Thunder Hill Road and Tamar Drive will be extended. With the extension of the underpasses, the safety of pedestrians is maintained and there is no division of the community or neighborhood. The estimated overpass costs were deived from a design manual on a cost per unit basis for a lighted bridge with a length of 300 feet.

The Howard County Board of Education will continue to bus students through the Tamar Drive intersection for the 1981-1982 school year until alternate measures are found. Such measures may include the use of crossing guards, increased utilization of the Tamar Drive underpass and adjustment of school boundaries.

MRS. NANCY KOTRABA - Representing Long Reach Village Board, Board Member, Representing Wooded Ridge Townhouse Association

The Board withdraws their previous approval for the widening of Maryland Route 175. Before approval of any alternate, there must be an overpass included in the alternates. It divides the community, creates difficult conditions for school children, and makes it impossible for citizens to get the Village Center and the neighborhood centers.

As a member of the Wooded Ridge Townhouse Association, the following comments are offered. There is opposition to the statement that the school board has promised to bus the children as a permanent measure. Rather, the children will be bused until an alternative can be found which could mean crossing Maryland Route 175 if crossing guards can be found.

Another consideration is the safety factor for the townhouse association. There are two locations where children can walk under Maryland Route 175 and the safety issue for children who utilize the pathway and underpasses is not addressed.

In summary, the Association stands opposed to the widening of Maryland Route 175 and would like the safety of the existing road upgraded for the community.

Response:

See Weaver response.

In regard to safety for pedestrians utilizing the pathway system, this issue can best be handled by the Columbia Association who is responsible for the pathway system. For the underpass extensions, safety is incorporated into the design for the selected alternate 2 modified through the provision of artificial lighting.

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CORRESPONDENCE

42 133

8969 Blue Pool
Columbia, MD 21045

June 19, 1981

RECEIVED

JUN 21 1981

DIRECTOR'S OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

I am writing this letter to express my concerns regarding the proposed upgrading of Maryland Route 175 from Snowden River Parkway to U.S. Route 29. I wish to have this letter incorporated into the hearing record of June 16, 1981 as I was unable to attend the Combined Location/Design Public Hearing for this project.

First, let me state my full support for the proposed upgrading of Maryland Route 175 to a four lane divided highway. I believe this project is necessary for traffic, safety and economic development reasons. The original roadway should have been constructed as four lanes. I give credit to the State Highway Administration and Howard County for having acquired sufficient right-of-way for the project as well as observing set back requirements for all new developments.

Although I support the upgrading, either Alternate 1 or Alternate 2, I have serious concerns regarding the State Highway Administration's justification and position concerning the extension of the two existing pedestrian/bikeway underpasses. All of the planning documents for this project that I have reviewed, recognize the existence of the community pathway/bikeway system and the underpasses, and go on to state that no community or recreational facilities would be affected by the proposed action. However, the same documents state that the extension of the two existing crossings are being considered but that the option to extend these, as well as the costs, would belong to the Columbia Association (CA). The 1973 Agreement between CA and the State Highway Administration indicates that if CA does not pick up on its option that the Administration would proceed to close-off the existing underpasses if the roadway is widened.

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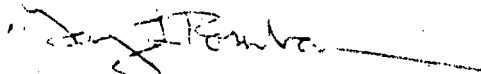
Mr. Hal Kassoiff
Page Two
June 18, 1981

My concern is that this later action by the Highway Administration would significantly impact the communities of both Long Reach and Oakland Mills by severing the existing pathway/bikeway system that connects the north and south sides of these Villages. Existing residential, commercial, open space, and school uses have been planned around this pathway system as a safe means of effectively connecting adjacent land uses. Furthermore, the Highway Administration has indicated that the existing pathway system which utilizes the underpasses is far superior and would substitute for the Class II Bikeway located on Maryland 175 that would be removed under each proposed alternate.

Based on the information provided to date by the Highway Administration, I believe that the construction of Maryland 175 without the extension of the two pathway underpasses, regardless of any action taken by the Columbia Association, would constitute a significant impact on the Communities of Long Reach and Oakland Mills. Should a decision be made to proceed without the incorporation of the underpasses in the scope of the project, the action could be viewed as in violation of the National and State Environmental Policy Acts, as well as the Maryland Action Plan which requires a project with controversies or significant impacts to be subject to a more scrutinizing review by all parties involved.

I recommend that a Finding of No Significant Environmental Impact be withheld by the Federal Highway Administration on this project until the State Highway Administration can demonstrate the full impacts associated with this project if continued pedestrian and bikeway access is not provided as part of this project.

Sincerely,


Gary Rosenbaum

- cc: Howard County Executive, J. Hugh Nichols
- Howard County Council
- Senator James Clark, Jr.
- Delegate Anne E. Baker
- Columbia Council, Mr. Fred Weaver
- Long Reach Village Board
- Oakland Mills Village Board
- Columbia Association, Mr. Fred Pryor
- Federal Highway Administration, Maryland Division



Maryland Department of Transportation

State Highway Administration

July 6, 1981

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. Gary Rosenbaum
8969 Blue Pool
Columbia, Maryland 21045

Dear Mr. Rosenbaum:

Thank you for your comments in support of the Maryland Route 175 proposed improvement. They will be incorporated into the June 16, 1981 hearing record.

Regarding your concern for the extension of the two existing pedestrian/bikeway underpasses, the Project Planning Team recognizes the value of the pedestrian/bikeway network to the surrounding communities and the possible implications if the network was severed. However, the responsibility for extending the underpasses is, by agreement, the responsibility of the Columbia Park and Recreation Association, Inc. Correspondence between the Corporation and the State Highway Administration earlier this year indicated that the Corporation would in all likelihood want to extend the two underpasses as is their option under the agreement.

According to the agreement, the Columbia Park and Recreation Association, Inc. need not formally exercise their option to extend the two underpasses until within ninety (90) days following notice by the State of its intent to commence construction of the proposed dualization. This Administration assumes that the beneficial aspects of the pedestrian/bikeway network to the Columbia Park and Recreation Association, Inc. will insure the extension of the underpasses at such time as the dualization occurs.

Very truly yours,

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:cms

cc: Mr. Carl Raith
Mr. Frederick Pryor
Mr. Wm. F. Schneider, Jr.

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

NAME: Kathleen White

PLEASE PRINT

ADDRESS: 900 Columbus Park

CITY/TOWN: Columbia

STATE: MD

ZIP CODE: 29904

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

I am concerned about the proposed changes to the intersection of Rt 175 and Snowden River Parkway. I feel much of the traffic would be diverted to Rt 29 and Rt 29 is a major thoroughfare. In this section I feel a decision to the widening of Rt 175 would be a waste of time and money. The widening of Rt 175 at Snowden River Parkway is already being done and it will cause more congestion. The widening of Rt 175 at Snowden River Parkway will cause more congestion and it will be a waste of money. I feel that the widening of Rt 175 at Snowden River Parkway will cause more congestion and it will be a waste of money. I feel that the widening of Rt 175 at Snowden River Parkway will cause more congestion and it will be a waste of money.

currently on the Mailing List.

46

Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Calver
Administrator

July 29, 1981

RE: Contract No. HO 581-101-771N
Maryland Route 175 - From
Snowden River Parkway to
U.S. Route 29

Mrs. Kathleen White
9119 Goldamber Garth
Columbia, Maryland 21045

Dear Mrs. White:

Thank you for your comments concerning our Maryland Route 175 project. Your opposition to the proposed dualization of this highway has been noted.

As you have indicated, several sections of relocated Maryland Route 32 are scheduled to be completed in the future. Relocated Maryland Route 32 would divert some traffic from Maryland Route 175 and other highways in the area. However, a comprehensive traffic analysis of eastern Howard County (which was performed as an element of the Maryland Route 100 corridor study) indicated that insufficient traffic would be diverted from Maryland Route 175 to either Maryland Route 100 or Maryland Route 32 to allow Maryland Route 175 to operate without congestion as a two lane highway.

In response to your comments regarding a possible pedestrian crossing at Maryland Route 175 and Tamar Drive, the Project Planning Team, which is responsible for the development of the Route 175 study, is reviewing and updating the information which was gathered during the pedestrian crossing investigation. The team will then formulate a study recommendation for the State Highway Administrator's approval.

Although the Project Planning Team does understand your support for the pedestrian overpass, unless they uncover significant new information to support the need for a pedestrian overpass, the team recommendation will not include a proposal that the State Highway Administration construct a pedestrian overpass at Tamar Drive. The

Mrs. Kathleen White
July 29, 1981
Page 2

cost of the overpass appears prohibitive, particularly in view of the State Highway Administration's severe financial constraints and recognizing the availability of alternate measures including crossing guards and buses. We understand that the Howard County School Board, on July 15th, decided to continue next year the busing of students across the intersection during normal school hours. Such a decision by this Administration would not preclude the County from assuming responsibility for constructing the pedestrian facility.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGW:bh

cc: Mr. Carl Raith (w/attach.)
Mr. Richard Davis

The selected alternate, 2 Modified would not result in the exceedance of Design noise levels. Also, the extension of the two existing underpasses are a necessary assumption of the dualization.

STATE HIGHWAY ADMINISTRATI

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

NAME: Mrs Paul F. Breen

PLEASE PRINT

ADDRESS: 9081 Goldamber Court

CITY/TOWN: Columbia STATE: Md ZIP CODE: 21045

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

I would like to see a pedestrian crossing at Tamar and Route 175. I am the mother of three children. Two are currently attending Jeffers Hill Elementary School. I like Jeffers Hill and want my children to continue there. The intersection is dangerous for young children. Sending them to the underpass will make the walk to school much farther and possibly unsafe. I do not want my children to be rezoned to another school when I can see Jeffers Hill from my home and am very satisfied with the school.

- I am currently on the Mailing List.
- Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

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James J. O'Donnell
Secretary

M. C. Caltrider
Administrator

July 7, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175 - From
Snowden River Parkway to
U.S. Route 29

Mrs. Paul F. Ereen
9031 Goldamber Garth
Columbia, Maryland 21045

Dear Mrs. Ereen:

Thank you for your comments concerning our Maryland Route 175 project. In response to your comments and those of several other area residents regarding a possible pedestrian crossing at Maryland Route 175 and Tamar Drive, the Project Planning Team, which is responsible for the development of the Route 175 study, is reviewing and updating the information which was gathered during the pedestrian crossing investigation. The team will then formulate a study recommendation for Administrator Caltrider's approval.

However, although the Project Planning Team does understand your support for the pedestrian overpass, unless they uncover significant new information to support the need for a pedestrian overpass, the team recommendation will not include a proposal that the State Highway Administration construct a pedestrian overpass at Tamar Drive. The cost of the overpass appears prohibitive, particularly in view of the State Highway Administration's severe financial constraints and recognizing the availability of alternate measures including crossing guards and buses. Such a decision by this Administration would not preclude the County from assuming responsibility for constructing the pedestrian facility.

, Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGW:bh

cc: Mr. Carl Raith
Mr. Richard Davis

My telephone number is (301) 659-1138

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COLUMBIA

RECEIVED

June 18, 1981

JUN 24 1981

Mr. Hal Kassoff, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
300 West Preston Street
Baltimore, MD 21201

ENGINEERING OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

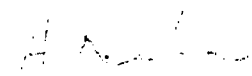
Re: Md. Route 175
Snowden River Parkway to U.S. Route 29
Project No. H0581-101-771

Dear Mr. Kassoff:

We hereby transmit comments presented at the combined location/
design public hearing on June 16, 1981. These comments were
prepared by Walter E. Woodford, Jr., Director of Engineering. As
stated in the comments, our main concern is the need for dual
left-turn lanes at the intersections throughout the project area.
The land uses and development of these uses in the New Town District
of Columbia are established on the Preliminary Development Plan.
If your office does not have a copy of this document, please
contact us about receiving a copy.

We thank you for the opportunity to present these comments and
are available at your convenience to discuss any of them.

Very truly yours,


Joseph H. Necker, Jr.
Assistant Director of Engineering

:lb
cc: Mr. G. Neimeyer
Mr. Thomas G. Harris, Jr.
County Council Members

COMMENTS RE: MD. RT. 175 ENVIRONMENTAL ASSESSMENT

1. Columbia Composition

Throughout the report there are statements which tend to indicate a lack of understanding of the composition of Columbia.

Columbia is a planned development covering 13,000 contiguous acres stretching from I-95 on the east to Md. Rt. 108 on the west, and from Md. Rt. 108 on the north to Md. Rt. 32 and the Middle Patuxent River on the south. It is comprised of a series of eight villages and a Town Center. Md. Rt. 175 traverses an industrial park area, the Village of Longreach, the Village of Oakland Mills, the Village of Wilde Lake and ties into Town Center. The project is NOT "east of Columbia", or "adjacent to the Town of Columbia". It is located within the eastern segment of Columbia, east of Town Center.

2. Need

On page 5, it is implied that the need for the project is due to the development of east Columbia. While this is a factor, the need is due to continued development of all of Columbia, especially Town Center as a regional retail and employment center, and to continued development in the area peripheral to Columbia -- all as provided by the Howard County Zoning documents, the Howard County adopted Preliminary Development Plan for Columbia, and the Howard County General Plan.

3. Assessment

We agree with the statement on page 6 that alternate transportation facilities will have only minimal effect on capacity requirements. We also agree with the numerous assessment items, except items 38, 39 and 41. We believe that the project, because it will provide improved, safe, convenient access to the area will positively enhance employment opportunities in the area, will positively affect the ability of the area to attract new sources of revenue, and will positively enhance the ability of the area to attract tourism.

4. Left Turn Lanes

At several places in the report (i.e. pages 3, 4, 20 and 43), it is stated that dual left turn lanes will be provided at Tamar Drive and that single left turn lanes will be provided at Thunderhill Road, Dobbin Road and Snowden River Parkway. This arrangement will not be sufficient, based upon present experience and upon the imminent development of the area as shown on the Columbia Preliminary Development Plan.

Thunder Hill Road - The area served by this intersection has been largely developed and long ques of left-turning traffic now develop on Md. Rt. 175 during peak hours. The eastbound Md. Rt. 175 to northbound Thunder Hill Road is the more critical of the movements because the backup severely impacts the weaving of vehicles exiting from the U.S. 29 ramp. This turning movement will increase with the construction of 137,000 square foot office facility in the northeast quadrant of the U.S. 29 - Md. Rt. 175 interchange (Twin Knolls North), which is expected to commence this Summer (1981) contrary to the statement on pages 54 and 55. An interim improvement has been initiated jointly by the State and Howard County which will raise the 'E' level of service to a 'C' level. However, the 'C' level will not be sustained for more than five years, given the normal rate of traffic growth which will occur on Md. Rt. 175. Dual left turn lanes are essential for at least the eastbound lane.

Dobbin Road - The Columbia Preliminary Development Plan (the official land use plan approved by Howard County Zoning Board) provides for commercial development (office and retail) on both sides of Md. Rt. 175. Recordation of 79.5 acres has already occurred south of Md. Rt. 175 and several facilities now exist. A site development plan has been approved by Howard County covering 40.5 acres for which grading and construction will commence this Summer (1981). This site plan provides for:

- Mamco Store 108,000 s.f.
- Rechingers Store 60,000 s.f.
- Misc. Retail Stores 59,000 s.f.
- 3.4 Acres of mixed use, including restaurant, bank, service station and offices.

A traffic study of the impact of this development was submitted to the State and County and has been reviewed by the State's District Traffic Engineer.

The 160 acres north of Md. Rt. 175 has not been recorded as yet, but will be recorded certainly by the time the dualization of Md. Rt. 175 occurs. This 160 acres will contain intense commercial uses (offices and retail). The area will also be served by the extension of Snowden River Parkway, however, at least 50% of its traffic will use the Dobbin Road intersection. Dual left-turn lanes will be needed in both directions. Incidentally, we question the statement on page 34 that this intersection now operates at an F level of service, based upon review by the State's District Traffic Engineer.

Snowden River Parkway - The land south of Md. Rt. 175 at Snowden River Parkway has all been recorded. The G.E. plant is located in the southeast quadrant and has yet to be developed anywhere near its planned capacity. Approximately 99 acres in the southwest quadrant is owned by the Western Electric Corporation, but development has not commenced.

The land north of Md. Rt. 175 is unrecorded. The Preliminary Development Plan provides the intense commercial area described above in the northwest quadrant.

Approximately 180 acres in the northeast quadrant is planned to contain:

- 125 Acres Industrial Use
- 20 Acres Office Use
- 31 Acres Retail Use
- Hotel and 2 Gas Stations

An unsafe condition exists today - before any of the above future development occurs. The queues of westbound traffic turning left onto southbound Snowden River Parkway extend into one of the through lanes. The high percentage of trucks involved in this movement accentuates this problem because fewer trucks than passenger vehicles can be accommodated by the left turn lane. Dual left turn lanes at this intersection are a must.

The planning of the dualization of Md. Rt. 175 certainly is not being done on the basis of existing conditions, for traditionally, the design year is twenty years removed. Development of the area is occurring, and will continue to develop to full development well within this time period. Studies of these intersections by the State's traffic engineers, we believe, will substantiate the need for providing dual left-turn lanes as a part of the subject project.

5. Snowden River Parkway Intersection

On page 33 we believe the word "intersection" should be "interchange".

We strongly disagree with the statement that responsibility for a grade separated interchange in this location will be that of Howard County or others than the State. The State's original plan for Md. Rt. 175 has always included an interchange at this location. Portion of the interchange ramps have already been constructed in the southeast quadrant. If the funds had been available in 1973, when the project first went to contract, the project would have been fully constructed by the State as planned. We agree, however, that recent changes in the overall network plan may negate the need for the interchange.

At the time the original Md. Rt. 175 plan was prepared, Snowden River Parkway was intended to extend to New Md. Rt. 100 and, eventually, to Wilkens Avenue. Both the Wilkens Avenue extension and Md. Rt. 100 have been eliminated from the Howard County General Plan and from the Needs Study. Snowden River Parkway now will terminate at Md. Rt. 108. It is, therefore, quite possible that the Md. Rt. 175 - Snowden River Parkway intersection will function at an acceptable level of service as an at-grade intersection with dual left-turn lanes.

6. Raised Median

The raised median referred to on pages 53 is misleading if it is a normal curb. This is easily jumped by any vehicle. It is more unsafe than no median at all.

7. Conclusion

We reiterate the comments previously furnished to you in our letter of April 29, 1980, and recommend that the 54 foot median (Alternate 1) be adopted because (1) it conforms more with the original planning of the project, (2) is needed to provide dual left-turns at intersections, (3) is safer, (4) is more aesthetically acceptable, and (5) has no significant additional impact upon adjacent land uses.



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary
W. S. Calhoun
Administrator

July 6, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. Joseph Necker, Jr.
Assistant Director of Engineering
The Howard Research and
Development Corporation
10275 Little Patuxent Parkway
Columbia, Maryland 21044

Dear Mr. Necker:

Mr. Woodford's comments on our environmental assessment which you presented at the public hearing and submitted to us in your June 18, 1981 letter are well-taken. Regarding your item by item comments:

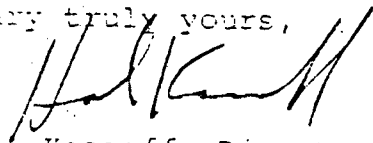
- Items 1 and 2 are obviously correct.
- We accept your rationale in item 3 and agree that the project will enhance employment opportunities, will attract new sources of revenue, and will enhance the ability of the area to attract tourism.
- Regarding item 4, we will review the information you presented and consider the additional dual left turning lanes that you recommend.
- Your comments in item 5 do describe this Administration's earlier concept for the juncture of Snowden River Parkway and Route 175. However, as you indicated, there have been changes in the overall network plan. This Administration will no longer consider assuming the responsibility of extending Snowden River Parkway or of providing an interchange at Route 175.
- You make a good point in item 6. However, Alternate 2 with the 24 foot median, was developed in response to those citizens who for various reasons preferred a lesser median, even to the extent that a median barrier alternate was suggested. The 24 foot curbed median is in conformance with our design criteria which recommends that open medians be no less than 30 feet in width.

Mr. Joseph Necker, Jr.
July 6, 1981
Page 2

- We do not disagree with the conclusion that you reach in item 7. Alternate 1 does have the advantages that you indicate.

Thank you for taking the time and effort to comment on this project. Your comments will be given serious consideration in our upcoming alternate recommendation and selection process.

Very truly yours,



Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

HK:cms

cc: Mr. Carl Raith
Mr. Wm. F. Schneider, Jr.
Mr. Richard Davis

STATE HIGHWAY ADMINISTRATI

57
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QUESTIONS AND/OR COMMENTS

Contract No. HO 521-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

NAME: BROCK W. BUTTERFIELD

PLEASE
PRINT

ADDRESS: 8910 FOSTER RIDGE

CITY/TOWN: COLUMBIA STATE: MD ZIP CODE: 21045

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

Assuming either Alternative 1 or Alternative 2 is approved and to be acted upon in the form of actual construction - what/when is a reasonable date for the actual beginning of the physical work on the roadway? Is there a projected starting date, if not, why and when is one to be arrived at?

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.



Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary
H. S. Langer
Assistant Secretary

July 2, 1981

RE: Contract No. HP 891-181-771
Maryland Route 175
Pro. Annapolis River Parkway to
U.S. 29

Mr. Brock W. Butterfield
8910 Footed Ridge
Columbia, Maryland 21045

Dear Mr. Butterfield:

Thank you for your comments concerning our Maryland Route 175 project. In response to your questions regarding the projected starting date for construction if a "build" alternate is selected, it is not feasible at this time to accurately predict when the dualization of Maryland Route 175 will occur.

Because of severe fiscal constraints experienced by the Maryland Department of Transportation, many highway improvement projects throughout the State have been curtailed in some manner. The Maryland Route 175 project is currently funded for Project Planning and Preliminary Engineering only in the Department's 1981-1986 Consolidated Transportation Program. At present, there are no funds allocated for construction. However, if a build alternate is selected, the construction phase of the project is anticipated to be included in future construction programs contingent upon the Department's future financial situation. Realistically, construction would not occur prior to 1987.

Your interest in this project is appreciated.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGW:ids

cc: Mr. Carl Raith

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
 Maryland Route 175
 From Snowden River Parkway to U.S. Route 29
 Combined Location/Design Public Hearing
 Tuesday, June 16, 1981

NAME: _____

PLEASE
PRINT

ADDRESS: _____

Peter W. Phelps
9053 Watchlight Court
Columbia, MD 21045

CITY/TOWN: _____

STATE: _____

ZIP CODE: _____

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

AS A HOMEOWNER IN THE JEFFERS GLEN DEVELOPMENT
 WHOSE PROPERTY BACKS TOWARDS THE EXISTING RIGHT OF WAY, I
 STRONGLY RECOMMEND THAT ALTERNATE #2 BE ADOPTED AT
 LEAST BETWEEN TAMAR DR & DOWN RD. THIS AREA IS A
 HIGHLY WOODED AREA WHICH PROVIDES A NATURAL BUFFER BETWEEN
 THE EXISTING RT 175 AND THE HEAVILY POPULATED RESIDENTIAL AREA, WHICH
 INCLUDES THE 140 HOMES IN THE JEFFERS GLEN DEVELOPMENT. ALTERNATE
 #1 WOULD DESTROY THIS BUFFER AND COULD CAUSE A SAFETY PROBLEM IN THIS
 NATURAL, CHILDRENS PLAY AREA. ALTERNATE #2 IS THE LOGICAL COMPROMISE CHOICE SINCE IT
 IS OBVIOUS THE EXISTING ROAD MUST BE EXPANDED. ALTERNATE #2
 WOULD SAVE BOTH THE STATE & CA MONEY (OVER ALTERNATE 1) AND WOULD
 PROVIDE AN RETRACTIVE AND SAFE ROADWAY WHILE PRESERVING AT LEAST 30
 FEET OF THE EXISTING NATURAL BUFFER.

ALTERNATE 2 MODIFIED HAS BEEN SELECTED.

I am currently on the Mailing List.

Please add my name to the Mailing List.



60

Maryland Department of Transportation

State Highway Administration

James J. Carroll
Secretary
M. S. Coltrane
Administrator

June 30, 1981

RE: Contract No. HO 521-101-771 N
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. Peter W. Phelps
9053 Watchlight Court
Columbia, Maryland 21045

Dear Mr. Phelps:

Thank you for your comments regarding our Maryland Route 175 project. Your support for Alternate 2, especially in the Tamar Drive to Dobbin Road vicinity has been noted.

As you have indicated, Alternate 2 would preserve more of the existing natural buffer than Alternate 1 and is also less costly. However, from a highway safety standpoint, the 24 foot curbed median proposed for Alternate 2 is less desirable than the 54 foot open median proposed for Alternate 1 primarily due to inadequate vehicle recovery area and the obstruction of curbs.

The selection of an alternate for Location Approval will be based on engineering and environmental considerations, as well as public comments. You will be notified when the selection is made later this Summer. Location Approval is anticipated in early 1982.

Although there are no funds presently allocated for construction of this project in the Department of Transportation's 1981-1986 Consolidated Transportation Program, the Md. 175 project is a candidate for inclusion in future construction programs as funds become available.

Thank you for your interest in this project.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By: *Charles G. Walsh*
Charles G. Walsh
Project Manager

WFS:CMW:ES
cc: Mr. Carl Raith

61 125



Long Reach Community Association, Inc.

8775 Cloudleap Court • Columbia, Maryland 21045

301/730-8113

June 19, 1981

Carl E. Raith
State Highway Administration
Office of Planning and
Preliminary Engineering
Box 717
Baltimore, Md. 21203

Dear Mr. Raith,

The Long Reach Board of Directors, representing the 11,000 people of the Village of Long Reach, is retracting its approval of the widening of Route 175.

This is to restate our public statement made June 16, 1981 at Jeffers Hill Elementary School, during your Public Hearing on the Location and Design of this project.

We will not even consider the widening of this major route through our village until such time as we have been promised a pedestrian overpass at the intersection of Route 175 and Tamar Drive.

You must understand that this road already bisects our community and by widening it you create an impossible situation for our citizens. We must insist on the building of a pedestrian overpass to keep our community intact.

Sincerely,

Nancy Kotraba, Board Member
for
Long Reach Village Board

NK/gd

RECEIVED

JUN 21 1981



Maryland Department of Transportation

State Highway Administration

21
62
James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

June 30, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
to U.S. Route 29

Ms. Nancy Kotraba
Long Reach Village Board
Long Reach Community Association, Inc.
8775 Cloudleap Court
Columbia, Maryland 21045

Dear Ms. Kotraba:

The Bureau of Project Planning has been requested by District Engineer Carl Raith to respond to your June 19, 1981 letter to Mr. Raith regarding a pedestrian overpass at Maryland Route 175 and Tamar Drive.

The Project Planning Team which has been responsible for the development of the Route 175 study is currently reviewing several aspects of the State Highway Administration's presentation at the June 16 public hearing, including the outlook for possible school boundary changes, the continuation of the experimental bus service, and the estimated cost of a pedestrian overpass. All comments received during the public hearing process are also being reviewed. Following the review, the Project Planning team will convene to formulate a study recommendation to be presented for Administrator Caltrider's approval.

Please understand that we do appreciate the concern of the Long Reach community for a pedestrian overpass. However, unless the Project Planning Team uncovers significant new information to support the need for a pedestrian overpass, the team recommendation will not include a proposal that the State Highway Administration construct a pedestrian overpass at Tamar Drive. Such a decision would not preclude the County from assuming responsibility for constructing the pedestrian facility.

Ms. Nancy Kotraba
Page Two (2)
June 30, 1981

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGW:ds

- cc: Mr. Carl Raith
- Mr. Hal Kassoiff
- Mr. Thomas Cloonan
- Mr. Richard Davis

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
 Maryland Route 175
 From Snowden River Parkway to U.S. Route 29
 Combined Location/Design Public Hearing
 Tuesday, June 16, 1981

NAME: Harper's Choice Community Association, Inc.

PLEASE
 PRINT

ADDRESS: Mahler Hall -- Joseph Square

CITY/TOWN: Baltimore, Md. STATE: Md. ZIP CODE: 21244

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

The Harper's Choice Community Association wishes to take this opportunity to
once again state its position favoring the expeditious improvements to Route
175 which is travelled daily by many of our residents. The Harper's Choice
Village Board continues to support the completion of Rte. 175 in line with
the original plans for this roadway. We would, however, also repeat our
earlier remarks at various public hearings on Rte. 175, supporting the con-
cerns of those communities adjacent to the planned project area--ie, Oakland
Mills and Long Reach. Their concerns around the need for adequate, safe
pedestrian crossings; environmental impact on high density housing areas;
and a well-designed, well-controlled and safe intersection at Rte. 175 and
Thunderhill Road should be thoughtfully considered.

We would also like to repeat our frequent comment that whatever temporary
measures can be taken to improve the safety of Rte. 175 until construction
of major, permanent improvements can be made should be pursued with diligence.

Mary C. Loring

Executive Director

Harper's Choice Community
 Association

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

65



Maryland Department of Transportation

State Highway Administration

June 26, 1981

James J. O'Donnell
Secretary

M. S. Coltrider
Administrator

RE: Contract No. HO 881-101-771 N
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Ms. Mary C. Lorsung, Executive Director
Harper's Choice Community Association
Kahler Hall - Joseph Square
Columbia, Maryland 21044

Dear Ms. Lorsung:

Thank you for your comments on behalf of the Harper's Choice Community Association concerning our Maryland Route 175 project. This Administration shares your concern for the need of expeditious improvements to Route 175 with due consideration to the concerns of adjacent communities. Although funds for the Maryland Route 175 project are not included in the Maryland Department of Transportation's current (1981-86) Construction Program, this project is included in the Department's Development and Evaluation Program as a potential candidate for future construction programs as funding becomes available.

In line with your closing comment regarding possible temporary measures prior to major improvements to Maryland 175, an interim improvement for the intersection of Maryland 175 and Thunder Hill Road is currently in the Design Phase with construction proposed for the fall of 1981. This improvement, which is being undertaken jointly by the State Highway Administration and Howard County, will facilitate traffic movement through the intersection by removing two of the existing traffic islands and modifying the remaining two to provide an additional lane both eastbound and westbound on Route 175.

Your Village Board's continued support for improvements to Maryland Route 175 is appreciated.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGK:cms

cc: Mr. Carl E. Raith (w/attach.)

My telephone number is 682-1128

STATE HIGHWAY ADMINISTRATION

66 122

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

NAME: ~~XXXXXXXXXXXXXXXXXXXX~~ Mary H. Gray

PLEASE
PRINT

ADDRESS: Snow Waterloo Rd

CITY/TOWN: Columbia STATE: Md. ZIP CODE: 21045

I wish to comment ~~on~~ about the following aspects of this project.

I am certainly in favor of widening Rt. 175 - as wide as possible. It is a very direct route into downtown Columbia and should alleviate the congestion on other local roads. It has not, so far, done what it was designed to do but with a wider road, perhaps it will carry the traffic more quickly and directly to Columbia, Rt. 29 and neighborhoods in Columbia.

ALTERNATE 2 MODIFIED HAS BEEN SELECTED.

I am currently on the Mailing List.

Please add my/our name(s) to the Mailing List.

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

PLEASE
PRINT

NAME: L. JOSEPH GRAY
ADDRESS: 5666 WATERLOO RD
CITY/TOWN: COLUMBIA STATE: MD ZIP CODE: 21045

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

YES WIDEN RT. 175 TO SIX LANES WITH
LEFT TURN LANES. THE ROAD HASN'T ~~BEEN~~
DONE THE JOB IT WAS SUPPOSE TO DO. THERE ARE
NO (MAYBE ONE) PRIVATE DRIVEWAYS ON IT FROM RT 29
TO RT 4 NO SCHOOL BUS STOPS. EITHER COMIT ~~OR~~
BUCKEN OTHER RDS. WITH PRIVATE ~~AND~~ DRIVEWAYS ON
THEM. THE SAFETY AND NOISE OF MORE TRAFFIC IS
BETTER WITH MORE LANES ON 175 AS YOU KNOW
175 CONNECT MAJOR RDS.

ALTERNATE 2 MODIFIED HAS BEEN SELECTED

- I am currently on the Mailing List.
- Please add my/our name(s) to the Mailing List.

Maryland Department of Transportation

State Highway Administration

James J. O'Sullivan
Secretary
M. S. Calver
Assistant Secretary

June 26, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. G. Joseph and Mrs. Mary H. Gray
5666 Waterloo Road
Columbia, Maryland 21045

Dear Mr. and Mrs. Gray:

Thank you for your comments in support of the proposed dualization of Maryland Route 175. They will be taken into consideration when an alternate is selected.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

BY:

Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGM:oms

cc: Mr. Carl Faith (w/attach.)

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway to U.S. Route 29
Combined Location/Design Public Hearing
Tuesday, June 16, 1981

NAME: U. M. DRAKE
ADDRESS: 5450 RING DOVE LANE
CITY/TOWN: COLUMBIA STATE: MD ZIP CODE: 21044

PLEASE PRINT

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

THIS HIGHWAY IS, FOR MOTORISTS, NOT
FOR PEDESTRIANS OR BIKERS!

IMPROVE IT FOR MOTORISTS, THE CLASS
WHOSE BEEN KILLED BY ITS DEFECTS!

BUILD ALTERNATE ONE! IF YOU DON'T,

THE HIGHWAY ADMINISTRATION'S ABILITY TO
PROVIDE BASIC SERVICES, LIKE TRANSPORTATION

THAT'S SAFE, WILL BE QUESTIONED PUBLICLY.

- I am currently on the Mailing List.
- Please add my/our name(s) to the Mailing List.

Walsh
70
29
Maryland Department of Transportation

State Highway Administration

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

June 26, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. Otis M. Drake
5450 Ring Dove Lane
Columbia, Maryland 21044

Dear Mr. Drake:

Thank you for your comments regarding the proposed dualization of Maryland Route 175. Your support of Alternate 1 has been noted and will be considered when an alternate is selected.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by:

Charles G. Walsh
Charles G. Walsh
Project Manager

WFS:CGW:cms

cc: Mr. Carl Raith (w/attach.)

STATE HIGHWAY AD

MAY 27 1 45 PM '81

May 15, 1981

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1981

PLANNING DIVISION OFFICE OF
PUBLIC WORKS AND TRANSPORTATION

Mr. M. S. Caltrider
State Highway Administrator
Maryland Department of Transportation
P. O. Box 717
Baltimore, MD 21203

Subject: Expansion of Maryland Route 175 from Snowden River Parkway to U. S. Route 29

Dear Sir:

Please adopt Alternate 1 of the expansion proposal.

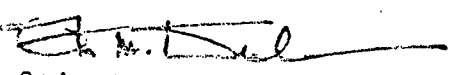
I use Route 175 at least twice a day. It's unsafe. People have been killed and injured on this highway, because the state sold out to environmentalists when the road was first built.

As a taxpayer, I'm sick and tired of watching the Hughes Administration bow to every other group of political loudmouths in sight.

Adoption of Alternate 2 or the No-Build Alternate would surely cause more deaths on Route 175. It would also be one more nail in the coffin of an altogether unimpressive state government.

I wonder at a state and federal system which protects birds and animals at the expense of human life!

Sincerely,



Otis M. Drake
5450 Ring Dove Lane
Columbia, MD 21044

The selected alternate, 2 Modified, would improve the safety of existing Maryland Route 175.

157

Maryland Department of Transportation

State Highway Administration

Schneider 31 72
Walsh

James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

MAY -1 1981

RE: Contract No. HO 581-101 N
Maryland Route 175
From Snowden River Parkway to
U.S. Route 29

Mr. Otis M. Drake
5450 Ring Dove Lane
Columbia, Maryland 21044

Dear Mr. Drake:

Thank you for your May 15, 1981 letter concerning our Maryland Route 175 project. Your support of the Alternate 1 expansion proposal has been noted.

Because this Administration is required to insure that possible adverse economic, social and environmental effects are fully considered for all alternates, the study process can be a frustrating experience for many citizens who are primarily concerned with safety aspects of a project. Please be assured that many of your comments are justifiably warranted.

A Combined Location/Design Public Hearing for the Maryland Route 175 Project is scheduled for June 16, 1981 at 7:30 p.m. in the cafeteria of the Jeffers Hill Elementary School which is located at 6000 Tamar Drive. All interested persons are invited to attend this hearing and present their views.

Your name has been added to the Maryland 175 project mailing list in an effort to keep you informed of the progress of this study. A brochure describing the alternates which will be presented at the June 16, 1981 Public Hearing will be sent to you during the week of June 5, 1981.

If you have any further questions or comments, please do not hesitate to contact this office or the Project Manager, Mr. Charles G. Walsh, Bureau of Project Planning, whose telephone number is 659-1138.

Thank you for your interest in this project.

Very truly yours,

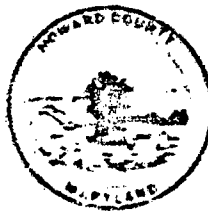
M. S. Caltrider
State Highway Administrator

MSC:ds

cc: Mr. Hal Kassoff
Mr. Carl Raith
Mr. Wm. F. Schneider, Jr.

By tele. number is (301) 659-1110

THOMAS G. HARRIS, JR.
DIRECTOR
992-2350



OFFICE OF PLANNING & ZONING OF HOWARD COUNTY

GEORGE HOWARD BUILDING
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043

32

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DIVISION OF LAND DEVELOPMENT
AND ZONING ADMINISTRATION
JOHN W. MUBSELMAN, CHIEF
992-2353

DIVISION OF COMPREHENSIVE AND
TRANSPORTATION PLANNING
AMAR S. BANDEL, CHIEF
992-2357

RECEIVED

JUL 6 1981

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

July 2, 1981

Mr. Hal Kassoff, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Re: Maryland Route 175 Environmental Assessment

Dear Mr. Kassoff:

The Maryland Route 175 Environmental Assessment for improvements to the roadway between U.S. Route 29 and Snowden River Parkway has been reviewed by this office and comments have been coordinated with the Department of Public Works. In general, the Environmental Assessment report is acceptable and the alternatives are presented and analyzed in a straight forward manner. There are, however, some comments and corrections that should be made.

One basic comment refers to the bikelane which presently exists along Maryland Route 175, but would be eliminated if the proposed improvements are realized. Since the new Maryland Route 175 cross section will not have a bikeway incorporated in it, a schematic plan should be included which would show the route bikers could utilize in lieu of the existing bikelane. This may be helpful considering the public's concerns regarding pedestrian safety. Also, with the predicted population increase, one might expect a similar increase in bicycle use.

The following corrections or revisions should also be made:

- . Page 11, (A-2) shouldn't this be the 100 year floodplain instead of the 50 year?
- . Page 17, (second line from the bottom) spelling of "complexes".
- . Page 21, (fourth line of Socio-economic Section) "199,500" should be "195,024".
- . Page 21, (second sentence of Socio-economic Section) should read, "In March 1980, the Howard County population was 118,443."
- . Page 21, (last sentence) "population in the vicinity of Maryland Route 175. . . ." vicinity should be identified.

MD Route 175 Environmental Assessment

Page 21, Table 1 should be revised as follows:

<u>Howard County</u>	<u>Population</u>	<u>Total Employment</u>
1970	62,394	22,100
1980	118,443	48,000
1980-1980 Growth	90%	117%
1995	195,024	79,300
1980-1995 Growth	65%	65%

- Page 21, Table 1 - (Source) 1980 Census Figures, Preliminary
- Page 24, (first Paragraph) Howard County's median income for 1980 is \$28,171.
- Page 24, (third paragraph) 14.5% of the population is minority.
- Page 24, (second sentence) should read "The pattern of existing zoning . ." instead of land use.
- Page 25, (sixth line) "industrial" park should be "business."
- Page 25, (eleventh line) "Dobbins Road" should be "Dobbin Road."
- Page 25, (second paragraph) Guilford Downs is not part of Columbia and Thunder Hill Road should be "Thunder Hill."
- Page 27, (bottom line) spelling of "rinnows."
- Page 38, shouldn't the portion of Snowden River Parkway between MD 175 and MD 108 be shown?
- Page 55, the page number of Appendix B is missing.
- Page 55, the spelling of "Thunder" Hill Road.
- Page 61, typing error - "Forbikeways" should be "for bikeways."
- Page 70, typing error, spelling of "median" (fourth line down in "Under Alternatives Land"). Also, shouldn't "worst cast" be "worst case?"

M. Hal Nassoff

July 2, 1981

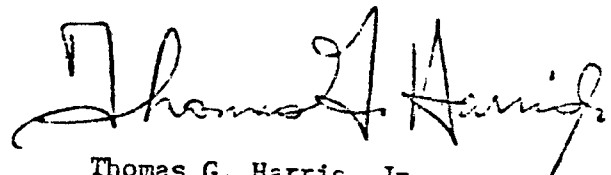
M. Route 175 Environmental Assessment

- . Page 81, (second line from bottom) spelling of "administrative" and "urban" (bottom line).
- . Page 85, (third line from bottom) spelling of "efficiently".
- . Page 86, (seventh line) spelling of "operations".
- . Page 88, (tenth line) spelling of "Washington".

The Department of Public Works and this office concur in support of Alternative 1. The facility type and number of lanes are conducive to Howard County plans.

If you have any questions concerning the above, please call this office at your convenience.

Sincerely yours,



Thomas G. Harris, Jr.
Director

TGH, JR./e

- cc: J. Hugh Nichols
- George F. Neimeyer
- Amar S. Bandel
- File: 10.224

THOMAS G. HARRIS, JR.
DIRECTOR
992-2350



35
Mr. Schneider
FYI 76
DIVISION OF LAND DEVELOPMENT
AND ZONING ADMINISTRATION
JOHN W. MUSSELMAN, CHIEF
992-2353

DIVISION OF COMPREHENSIVE AND
TRANSPORTATION PLANNING
AMAR S. BANDEL, CHIEF
992-2357

OFFICE OF PLANNING & ZONING OF HOWARD COUNTY

GEORGE HOWARD BUILDING
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043

WALSH
KELLY
HARRIS

July 8, 1981

Mr. Hal Kassoff, Director
Office of Planning and Preliminary Engineering
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Re: Maryland Route 175 Environmental Assessment

Dear Mr. Kassoff:

With reference to my letter of July 2, 1981, please correct an error that appears at the top of page 2 in Table 1 concerning the growth rate between the years 1970 and 1980, as follows:

<u>Howard County</u>	<u>Population</u>	<u>Total Employment</u>
1970-1980 Growth	90%	117%

If you have any questions concerning the above correction, please call this office at your convenience.

Sincerely yours,

Thomas G. Harris, Jr.

TGH, Jr.:st

cc: J. Hugh Nichols
George F. Neimeyer
Amar S. Bandel
File 10.224



Maryland Department of Transportation

State Highway Administration

36

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James J. O'Donnell
Secretary

M. S. Galtrider
Administrator

July 13, 1981

RE: Contract No. HO 581-101-771
Maryland Route 175
From Snowden River Parkway
To U.S. Route 29

Mr. Thomas G. Harris, Jr., Director
Office of Planning & Zoning of Howard Co.
George Howard Building
3430 Court House Drive
Ellicott City, Maryland 21043

Dear Mr. Harris:

Thank you for your support of the proposed improvement to Maryland Route 175 and for your comments on the Environmental Assessment. We anticipate that the Federal Highway Administration will concur that the Assessment has found no significant impact. If this is the case, we will not be required to correct or revise the Environmental Assessment itself. We will, however, circulate an addendum to the document. This addendum is more specifically known as a FONSI (Finding of No Significant Impact) and will include comments received during the Public Hearing process and which were considered in the determination of a selected alternate.

Regarding your basic comment concerning the elimination of the existing bikelane, we feel that this is a desirable safety measure to separate motor vehicles from traffic in an area where an alternative Class 1 separate bikepath exists. 1"=200' scale mapping of the Class 1 bikepath is available through the Columbia Association but was too cumbersome to transpose into the Environmental Assessment. Moreover, because of funding constraints, the dualization is not anticipated for several years and the existing parallel bikelane is expected to remain in effect until that time. The Class 1 bikepath may also be expanded by the time the parallel bikelane is eliminated. In any event, the proposed dualization does provide an open outside typical section with full shoulders for those cyclists who wish to use it.

Very truly yours,

Hal Kasso, Director
Office of Planning and
Preliminary Engineering

NK:ds

cc: Mr. Carl Raith
Mr. Wm. F. Schneider, Jr.