

FINDING OF NO SIGNIFICANT IMPACT

FOR

CONTRACT NO. HO 629-101-771

U.S. ROUTE 29/MARYLAND ROUTE 103

INTERCHANGE

HOWARD COUNTY, MARYLAND



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

US ROUTE 29/MARYLAND ROUTE 103 INTERCHANGE

HOWARD COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of Alternate 7. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

4/29/85
Date

Fred J. Kessel
for Division Administrator

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
TUESDAY, MARCH 26, 1985
* * *

Concurrence With Prior Action

In accordance with established procedures, a Final Environmental Document is being prepared for the project listed below. Location approval will be requested from the Federal Highway Administration for alternate 7.

- 1. State Contract No. HO 629-101-770 US 29/ Maryland Route 103 Interchange PDMS #132052

The decision to proceed in this manner was made by the Administration at a staff meeting held on March 6, 1985.

- Copy:
- Mr. J. A. Agro, Jr.
 - Mr. N. J. Pederson
 - Mr. G. E. Dailey
 - Mr. E. M. Loskot
 - Mr. L. W. Ege, Jr.
 - Ms. C. D. Simpson ✓
 - Mr. W. R. Clingan
- Contract HO-629-101-770



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 27, 1985

MEMORANDUM

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

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

SUBJECT: Contract No. HO 629-101-770
US 29/Maryland 103 Interchange
PDMS No. 132052

The Bureau of Project Planning is preparing a Final Environmental Document for this project to be submitted to the Federal Highway Administration in April of 1985, requesting Location Approval for Alternate 7. A decision to proceed with the recommendation was made at a Team Recommendation Meeting on March 6, 1985 by Administrator Hal Kassoff.

A summary of this meeting and the Project Planning Recommendation Report is attached.

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

3/26/85

Date

Hal Kassoff
Administrator

NJP:tn
Attachment

My telephone number is 659-1110

5

Mr. William I. Slacum
March 27, 1985
Page Two

cc: Mr. John A. Agrò, Jr.
Mr. Wayne Clingan
Mr. Larry Saben
Mr. Louis H. Ege, Jr.
Mr. Thomas Hicks
Mr. S. Lewis Helwig
Ms. Cynthia D. Simpson
Mr. Jack F. Ross

Mr. John J. Cahill, Jr.
Mr. Charles Anderson
Mr. Edward Terry
Mr. Gordon E. Dailey
Mr. Edward M. Loskot
Mr. J. L. White
Mr. W. Owens
Mr. Melvin B. Stickles



Maryland Department of Transportation

State Highway Administration

Stückles

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William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 20, 1985

MEMORANDUM

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

FROM: Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

RE: Recommendation Meeting to the
Administrator on US 29/MD 103 Interchange
PDMS No. 132052

DATE: March 6, 1985 @ 2:30 p.m.

PLACE: SHA Headquarters, Room 400-A
(Administrator's Conference Room)

ATTENDEES:

Neil Pedersen, Director	Office of Planning and Preliminary Engineering	SHA
Wayne Clingan	D.E. #7	SHA
E. Calia, Chief	Department of Public Works	Howard Co.
E. Stolloff	Office of Planning and Zoning	Howard Co.
C. Balser	Office of Planning and Zoning	Howard Co.
Jack Ross, Deputy Director	Office of Planning and Preliminary Engineering	SHA
Louis Ege, Acting Bureau Chief	Bureau of Project Planning	SHA
J. Gatley, Bureau Chief	Bureau of Bridge Design	SHA
A. Capizzi, Bureau Chief	Bureau of Highway Design	SHA
R. Schindel, Acting Chief	D #7 R/W	SHA
F. Knapp	Relocation Assistance	SHA
G. Straub	D #7 Traffic	SHA
C. Carroll	Accident Studies	SHA
B. Muldoon	Accident Studies	SHA
J. Logan	Bureau Bridge Design	SHA

My telephone number is 659-1190

Mr. Neil J. Pedersen .

Page Two

A. Boozer Jomehri	Bureau of Bridge Design	SHA
F. Dutrow	Bureau of Highway Design	SHA
A. Smith	Bureau of Highway Design	SHA
E. Eckhardt	Bureau of Highway Design	SHA
J. Bruck	Bureau of Highway Planning and Program Development	SHA
K. Bounds	Bureau of Highway Planning and Program Development	SHA
J. Finkle	Bureau of Highway Statistics	SHA
L. Helwig	Bureau of Project Planning	SHA
F. Hoffman	Bureau of Project Planning	SHA
C. Simpson	Bureau of Project Planning	SHA
J. Langley	Bureau of Project Planning	SHA
K. Teitt	Bureau of Project Planning	SHA
J. Harris	Bureau of Project Planning	SHA
M. Duvall	Bureau of Project Planning	SHA
C. Carrigan	Bureau of Project Planning	SHA
M. Stickles	Bureau of Project Planning	SHA

On March 6, 1985, the Planning Team met with the Administrator, Hal Kassoff, to present the staff recommendation of an alternate for the proposed construction of the US 29/Maryland 103 Interchange Project. I, as Project Manager, began the meeting by describing the Project background and history, program funding and subsequent phases.

Mr. Kassoff interceded and asked if any member of the Team felt that another alternate other than Alternate 7 should be considered as the recommended alternate. The Team agreed that Alternate 7 was the logical choice with no descenting votes.

Alternate 7 was described as it was presented at the combined Location/Design Public Hearing. This description also addressed the various studies that were performed prior to the Recommendation Meeting for:

- 1) Cost savings for a structure on Ramp D through the shifting of US 29 by 50 feet to the east.

The shift of US 29 was recommended by the Planning Team but questioned by Mr. Kassoff. Mr. Kassoff suggested that a further reduction in cost my be obtained by investigating a left lane merge rather than a right lane merge of Ramp D with the southbound roadway of US 29. He also questioned the need to relocate both the northbound and southbound lanes of US 29.

Mr. Neil J. Pedersen

Page Three

- 2) Additional local access ramp from northbound US 29 to existing Maryland 103 (Ramp H)

The Team did not recommend this access ramp primarily because of excessive cost. It was pointed out that access to Ellicott City (Historic District) via Maryland 987 or Toll House Road could be accomplished with minimal adverse impact through efficient signing. In addition, the Old Columbia Pike Preservation Association endorsed Alternate 7 with the stipulation that direct access from US 29 to Old Columbia Pike (Maryland 987) be discouraged.

- 3) Various typical sections on US 29 as they related to the structure on Ramp D crossing over US 29 (Options 1 through 4).

In conclusion, Mr. Kassoff agreed with the Team's recommendation of Alternate 7 including the 50 foot shift of US 29 and Option #3 to the US 29 typical section used for the Ramp D structure. This typical consisted of a six-lane highway with 31 foot lateral clearances, including shoulders and which will be compatible with the typical section used for the US 29/ Maryland 108 Interchange structure. Local Access Ramp H was not recommended for Location/Design Approval.

As the Project Planning phase is being completed and prior to the issuance of Notice to Proceed for the Bureau of Highway Design's consultant contract, a Value Engineering Team is to investigate additional cost savings, particularly; 1) left lane merge of Ramp D to southbound US 29, 2) reduction of interchange ramp design speeds.

This Value Engineering Team will consist of representatives from District 7, the Bureaus of Highway and Bridge Design, Project Planning and Traffic Statistics, and will be presided over by Highway Design. Final recommendations will be completed by June, 1985, at which time a consultant will be available on an Open End Design Contract.

LHE:MBS:mm
 cc: Attendees
 Mr. E. Terry
 Mr. C. Kolsky
 Mr. G. Dailey

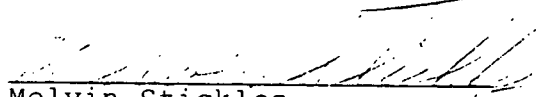
by: 
 Melvin Stickles
 Project Manager

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TABLE 1
SUMMARY OF IMPACTS

U.S. ROUTE 29/MARYLAND ROUTE 103
INTERCHANGE

	No-Build Alt.	Alt. 2	Alt. 3	Selected Alt. 7
<u>SOCIO-ECONOMIC IMPACTS</u>				
1. Residential Displacements	0	6	5	4
2. Number of Families Relocated	0	6	5	4
3. Minority Families Relocated	0	0	0	0
4. Business Displacements	0	5	1	0
5. Farm Displacements	0	0	0	0
6. Other Properties Affected (Church)	0	1	1	0
7. Historic and Archeologic Sites	0	0	0	0
8. Public Recreational Lands Affected	0	0	0	0
9. Effect on Residential Access	None	None	None	Improved
10. Consistent with Land Use Plans	No	Yes	Yes	Yes

NATURAL ENVIRONMENT IMPACTS

1. Loss of Natural Habitat (Woodlands Acres)	None	2.6	11.4	5.5
2. Effect on Wildlife Populations	None	None	None	None
3. Effect on Threatened or Endangered Species	None	None	None	None
4. Stream Crossings	0	4	2	3
5. Wetland Areas Affected (Acres)	0	0	1/2 acre	0
6. Floodplain Areas Affected	0	0	0	0
7. Prime Farmland Soils Affected (acres)	0	9.6	21.3	23.1
8. Air Quality Impacts (Sites exceeding S/NAAQS)	0	0	0	0
9. Noise Sensitive Areas (NSA's) exceeding Federal Noise Abatement Criteria	2	4	3	2

COST - 1984 DOLLARS (x 1,000)

1. <u>Construction</u>				
Roadway	0	6,237.5	5,845.9	7,064.6
Structures	0	3,205.2	6,205.0	8,264.4
Preliminary Eng.	0	838.6	1,070.2	1,361.4
2. <u>Right-of-Way</u>				
Right-of-way cost	0	3,535.8	2,221.0	2,677.9
Relocation	0	182.6	62.7	35.8
TOTAL (Construction & R/W)	0	13,999.7	15,404.8	19,404.1

I. Summary of Actions and Recommendations

A. Background

1. Project Location

The U.S. 29/103 intersection is located in northeastern Howard County. (See Figure 1) Maryland Route 103 begins just east of I-95 running in a northwesterly direction to its existing terminus at U.S. Route 29. U.S. Route 29 begins at Interstate 70 and runs in a southerly direction to Washington, D.C..

2. The Problem and Purpose of the Project

The existing U.S. Route 29 and Maryland Route 103 intersection operates with considerable difficulty accommodating the high volumes of through and turning traffic resulting from recent development in the area and thus creates delays during peak hour travel. The existing connections to and from U.S. 29 via Maryland Route 103, Maryland Route 987, and St. Johns Lane operate at or near capacity. Recent zoning changes in the area will increase developmental pressures which in turn will increase vehicular traffic causing further congestion. The purpose of this project is to improve traffic operations at the juncture of U.S. 29 and Maryland Route 103 by the construction of an interchange at this location. This interchange is compatible with the Administration's long range goal for the U.S. Route 29 corridor. (See Figure 2)

3. Project Planning History

a. Program History

The project was first introduced in the 1984-1989 Consolidated Transportation Program, for the construction of a new interchange at U.S. 29 and Maryland 103, with Project Planning to begin in 1984 and construction in 1989. Additional support to begin studies came from Ms. Ruth Keeton, Chairperson of the Howard County Council by letter

dated February 16, 1983.

Mr. Hugh Nichols, Howard County Executive, concurred with Ms. Keeton's request and urged the S.H.A. by letter of February 17, 1983 to begin the planning process as soon as possible.

b. Project Schedule

Initial Project Planning studies for this project began in July, 1983. An Informational Public Meeting was held on December 14, 1983 followed by an Alternates Public Meeting on June 12, 1984. A Combined Location/Design Public Hearing was held on December 11, 1984. An Environmental Assessment was completed and made available for Public and Agency review on November 1, 1984, prior to the Public Hearing.

c. CTP and Federal Aid Funding Status

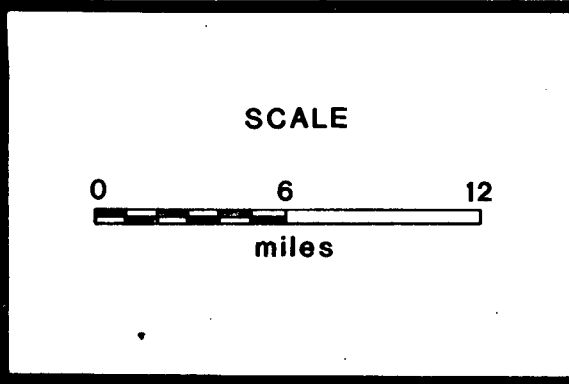
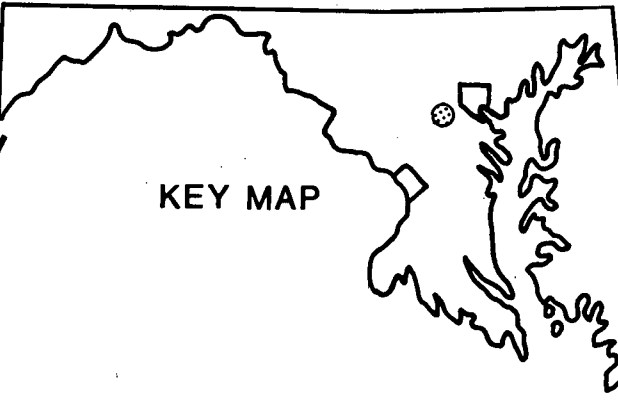
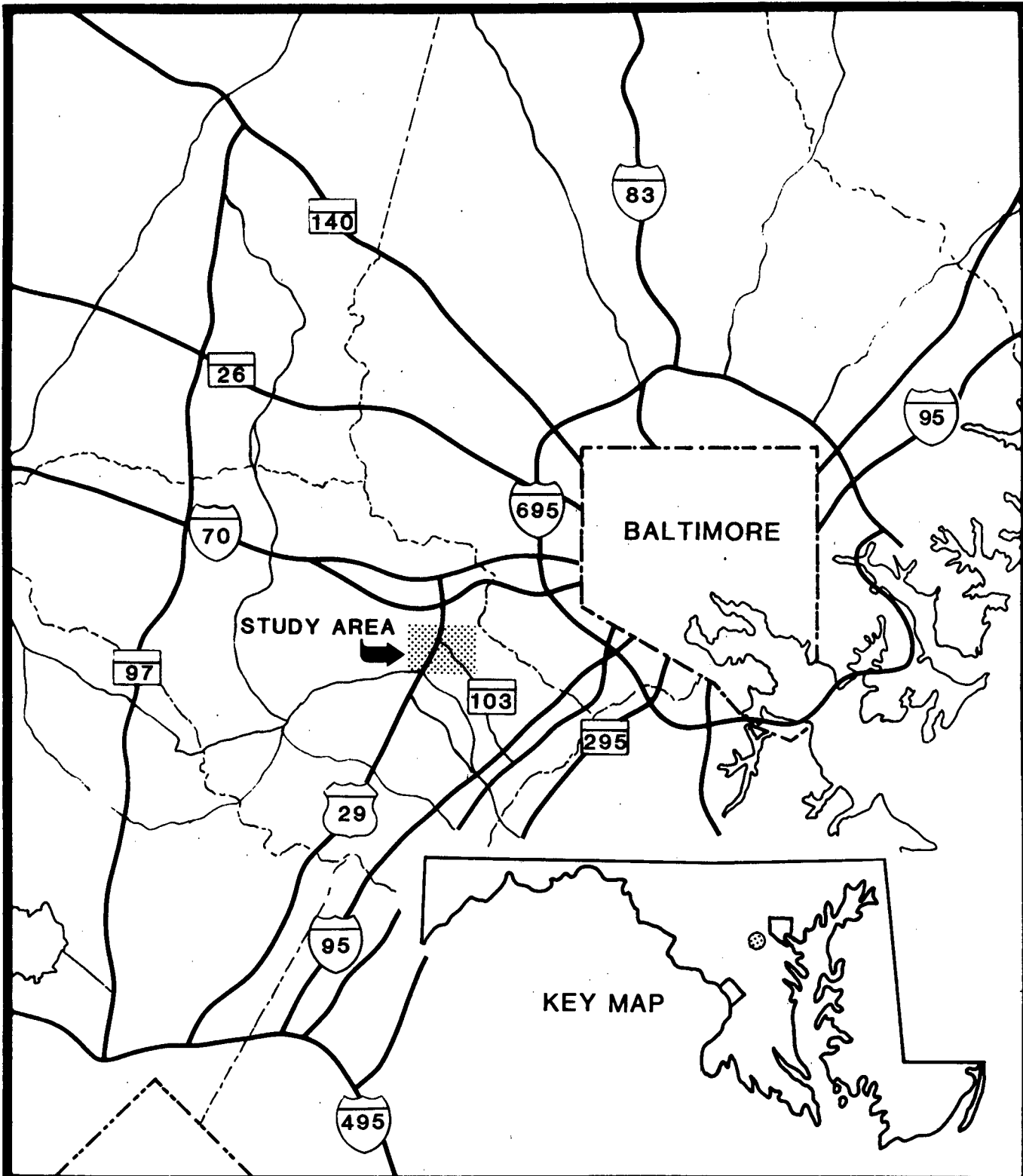
The 1985-1990 CTP projects funding as follows:

- Planning 1984-1985
- Engineering 1986-1989
- R/W 1987-1989
- Construction 1989 - 1992

This project was funded wholly with State monies during the Project Planning phase. However, it has been developed in accordance with Federal guidelines to assure its qualification for Federal participation in subsequent phases, subject to the availability of Interstate Transfer Funds.

B. The Alternates

The initial public involvement for this project was via an Informational Meeting which was conducted on December 14, 1983. Only one Build Alternate, Alternate 2, was presented at this meeting. Based on comments received at that meeting additional alternate interchange

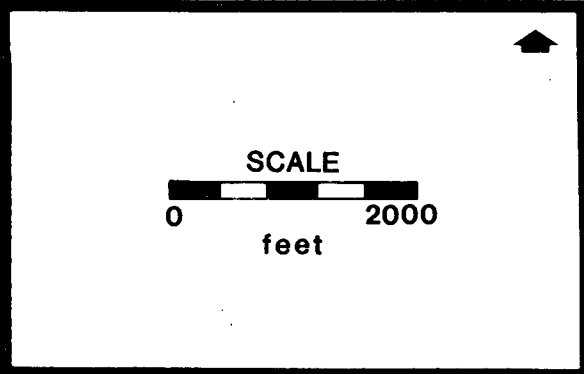
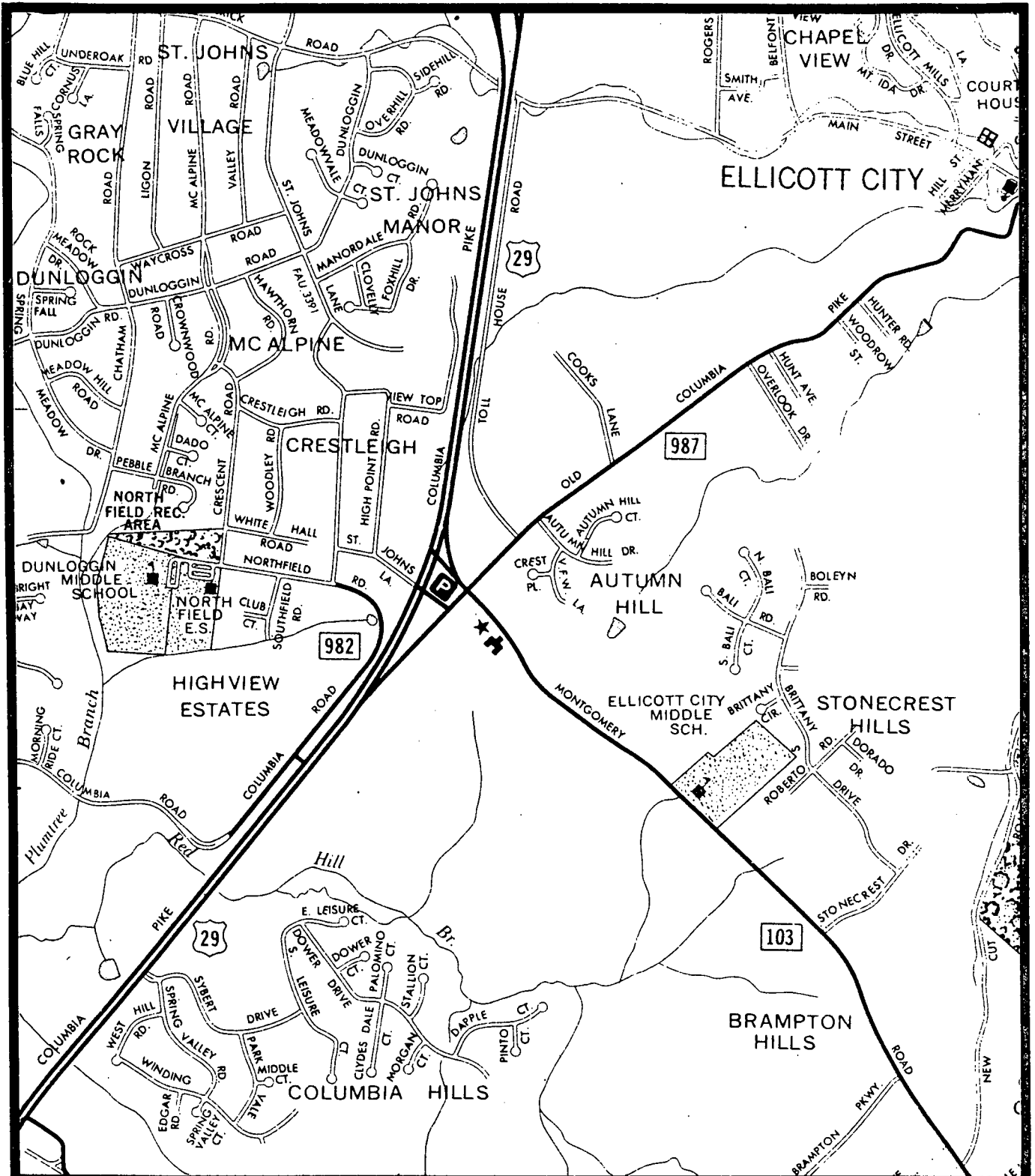


U.S. ROUTE 29/MD.103
INTERCHANGE

STUDY AREA LOCATION

FIGURE 1

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**U.S. ROUTE 29/MD.103
INTERCHANGE**

STUDY AREA

FIGURE 2

configurations were developed and presented at the Alternates Meeting on June 12, 1984.

1. Description

Of the eight alternates presented at the June 12, 1984 Alternates Meeting, three Build Alternates (Alts. 2, 3, and 7) were recommended for further study, including the No-Build (Alt. 1). Several other alternates were eliminated from further consideration.

a. Alternates Studied but Dropped

1) Alternates 4 & 4A

Alternate 4 was a diamond interchange. Alternate 4A is basically the same except that it provided a loop ramp in the northwest quadrant which eliminated the need for a ramp in the southwest quadrant.

Alternate 4 was dropped from further consideration because of impact to church property (Latter Day Saints), high right-of-way costs, insufficient storage for left turning vehicles from Relocated Maryland 103 to both the north and southbound ramps, and four displacements, including the National Guard Armory.

Alternate 4A which was also dropped, because of high right-of-way costs, insufficient storage, and 6 displacements including the National Guard Armory.

2) Alternate 5

Alternate 5 proposed a diamond interchange similar to Alternate 4, but including more direct access to Old Columbia Pike (MD 987) via a ramp underpassing Relocated Maryland 103.

Alternate 5 was dropped from further study because of cost (second most expensive alternate), insufficient storage for left turning vehicles from relocated Maryland 103 to the north and southbound ramps, and seven displacements, including the National Guard Armory.

3) Alternate 6

Alternate 6 consisted of a standard diamond interchange on the east side of U.S. 29 and on the west side Relocated Maryland 103 functioned as a local urban roadway connecting directly to entrance and exit ramps to southbound U.S. 29.

This Alternate was eliminated from further study because it potentially impacted a National Register Historic site (Temora), required three at-grade intersections on Relocated Maryland 103 on the west side of U.S. 29, and would have resulted in seven displacements.

4) Alternate 8

Alternate 8 was an urban diamond interchange designed to accommodate six intersection movements at one central point.

Alternate 8 was discontinued from further study because it was the most expensive and necessitated five displacements including the National Guard Armory.

Citizens response at the Alternates Meeting supported the elimination of these alternates.

b. Special Projects

Several special projects are underway or are programmed. These project are proposed to relieve traffic congestion at the intersection of U.S. 29 and Maryland 103 until such time that an interchange is constructed.

Construction has begun to modify the existing signal at U.S. 29 and St. Johns Lane to provide a left turn phase from St. Johns Lane to northbound U.S. 29 and a dual left turn phase from St. Johns Lane to southbound U.S. 29. This signal will also be synchronized with the signal at Maryland 103 and Old Columbia Pike (Maryland 987).

Construction for an additional lane on northbound U.S. 29 from Maryland 108 to U.S. Route 40 is presently being advertised with construction to begin in August, 1985.

c. Alternates Presented at Combined Location/Design Public Hearing-December 11, 1984

1) Alternate 1

The No-Build Alternate consists of routine maintenance and safety improvements.

2) Alternate 2

Alternate 2 is a basic diamond interchange with U.S. 29 and Maryland 103 which was originally presented to the public at an Informational Meeting on December 14, 1983. This alternate would utilize the existing corridor of Maryland 103 and the right-of-way purchased in 1965 for the future construction of a diamond interchange.

Alternate 2 would require six residential and five business displacements.

Estimated Cost	
R/W	\$3,718,000
Structures	\$3,205,000
Roadway -	<u>\$6,238,000</u>
Total Cost	\$13,161,000

3) Alternate 3

Alternate 3 is a trumpet interchange consisting of directional ramps that provide all movements to and from U.S. 29 to Maryland 103. It would be relocated approximately 850' south of existing Maryland 103 in the vicinity of U.S. 29. Two directional ramp movements from the west side of U.S. 29 would each cross over U.S. 29 on separate structures and intersect at-grade on the east side of U.S. 29.

Alternate 3 would require the displacement of five residences and

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one business.

Estimated Cost

R/W	\$2,284,000
Structures	\$6,205,000
Roadway	<u>\$5,846,000</u>
Total Cost	\$14,335,000

4) Alternate 7 (Selected Alternate)

Alternate 7 is similar to Alternate 3 except that the two ramps which intersect at-grade in Alternate 3 are grade separated in Alternate 7 and Maryland Route 103 is relocated to the south of existing Maryland 103 by 1700'.

Three additional local access points are proposed in the vicinity of St. Johns Lane Extended for the express purpose of providing easy access to the community of St. Johns and the businesses located on existing Maryland 103. This Alternate was presented as being the S.H.A.'s preferred Alternate at the Location/Design Public Hearing. (See Figures 3-9)

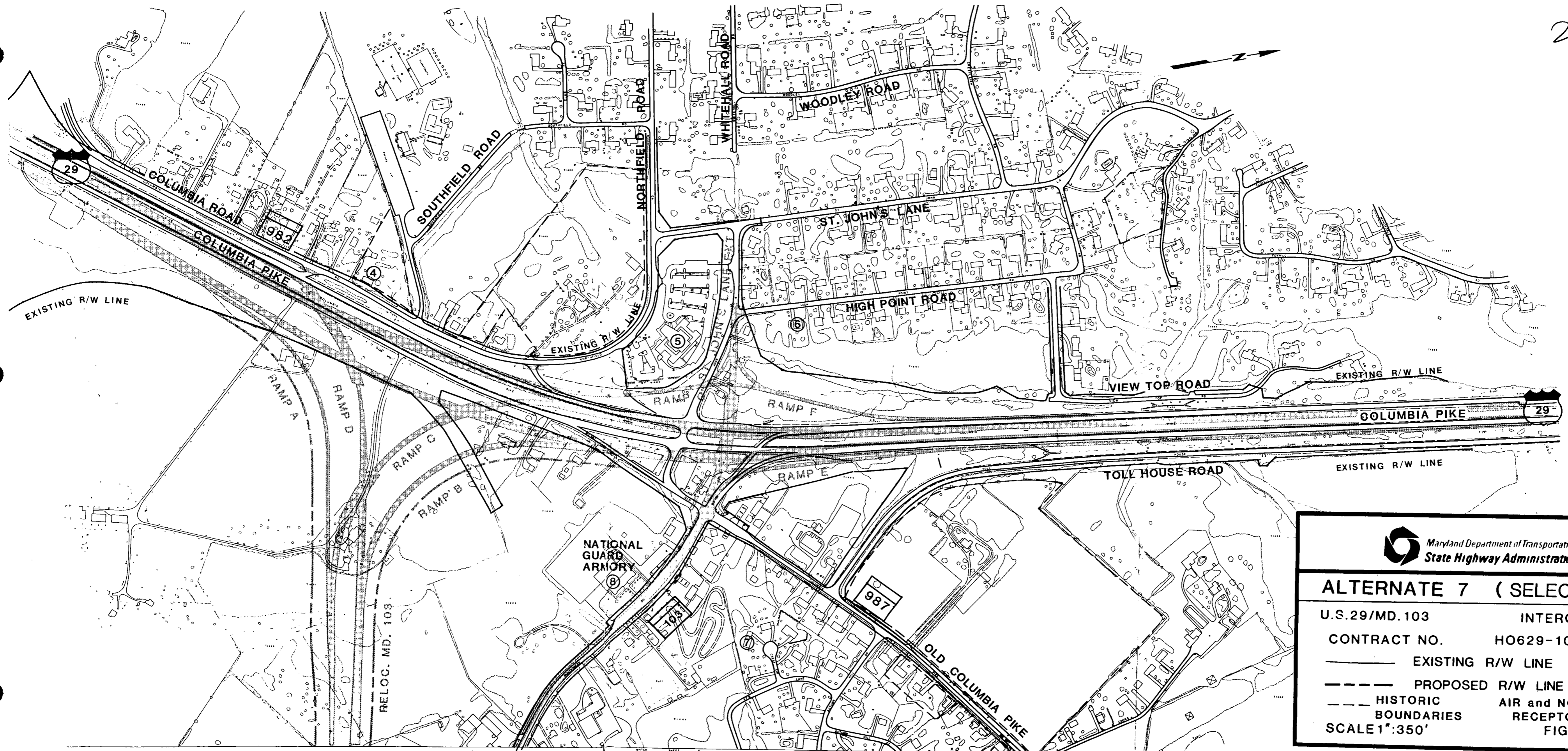
Alternate 7 requires the displacement of four residences.

Estimated Cost

R/W	\$ 2,714,000
Structures	\$ 8,264,000
Roadway	<u>\$ 7,065,000</u>
Total Cost	\$18,043,000

2. Service Characteristics

Existing traffic (1982) counts on U.S. 29 and Maryland 103 consist of 49,100 and 19,350 vehicles respectively. These volumes are projected to increase to 92,750 and 30,000 vehicles by the 2010 design year if an interchange is not constructed at this location. Traffic projections for a Build Alternate in the design year (2010) indicate



EXISTING R/W LINE


EXISTING R/W LINE

EXISTING R/W LINE

EXISTING R/W LINE

RELOC. MD. 103

MATCH TO FIGURE


 Maryland Department of Transportation
 State Highway Administration

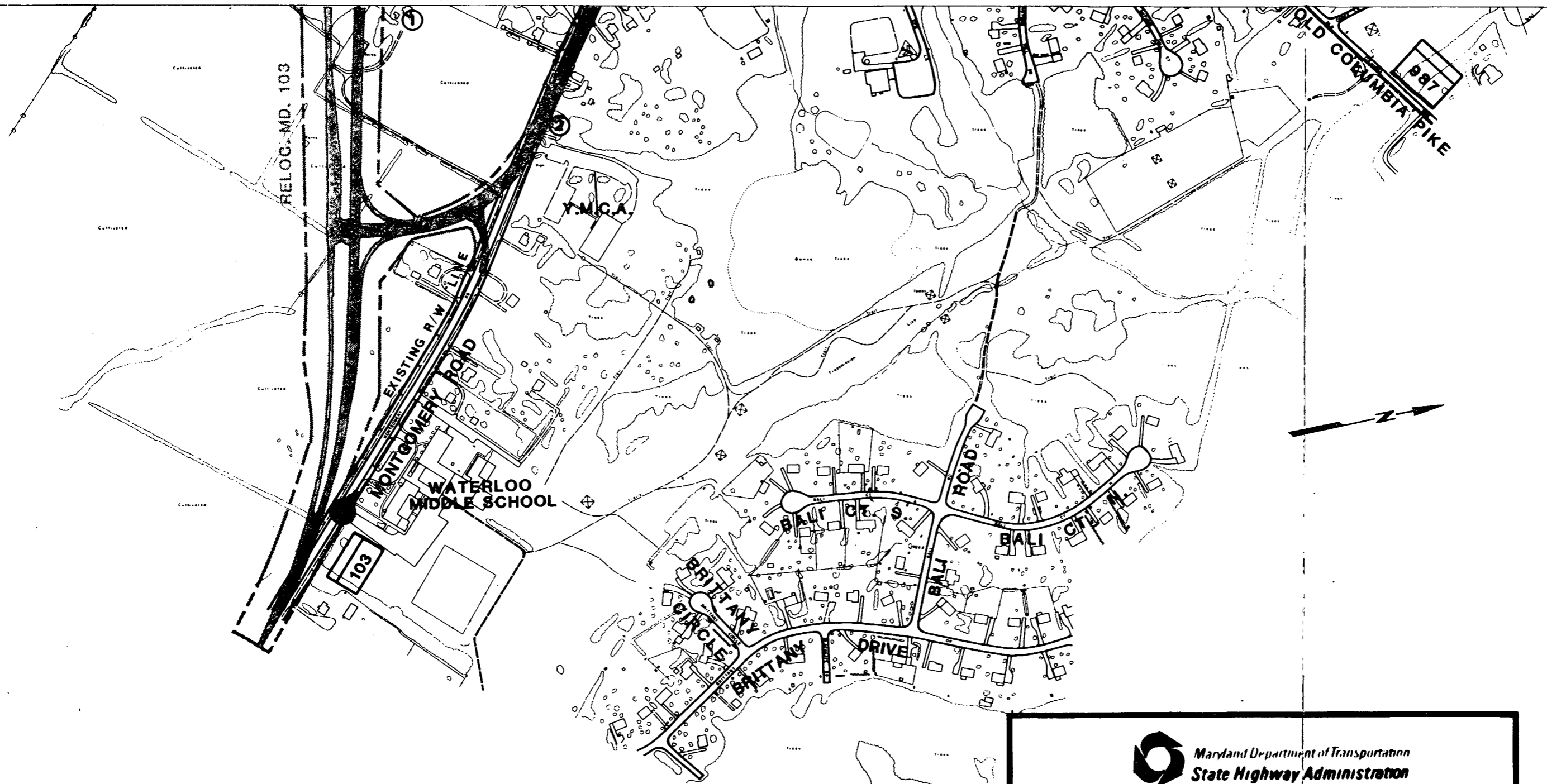
ALTERNATE 7 (SELECTED)


U.S. 29/MD. 103 INTERCHANGE
 CONTRACT NO. HO629-101-770

——— EXISTING R/W LINE
 - - - - - PROPOSED R/W LINE
 - - - - - HISTORIC BOUNDARIES
 AIR and NOISE RECEPTORS ⑧
 SCALE 1"=350' FIGURE 3

SPM BASED ON MARYLAND STATE PLANE COORDINATE SYSTEM
 VERTICAL CONTROL BASED ON MEAN SEA LEVEL 1929 GENERAL ADJUSTMENT

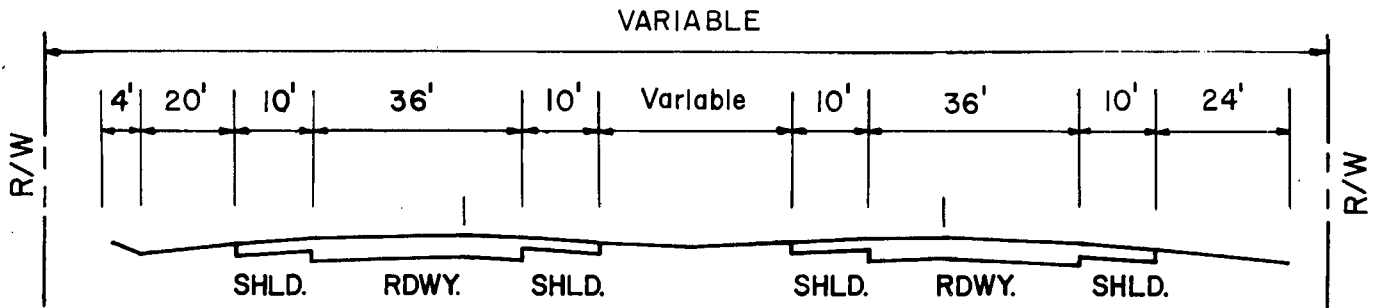
MATCH TO FIGURE



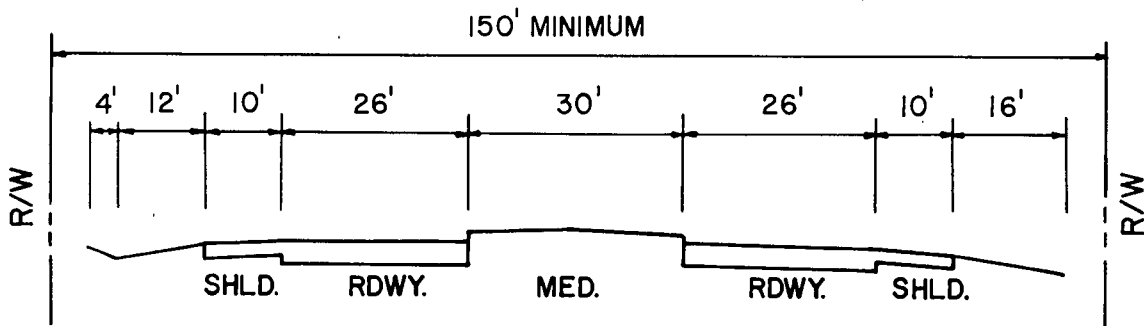
 Maryland Department of Transportation State Highway Administration	
ALTERNATE 7 (SELECTED)	
U.S. 29/MD. 103	INTERCHANGE
CONTRACT NO.	HO629-101-770
—————	EXISTING R/W LINE
- - - - -	PROPOSED R/W LINE
ⓑ AIR and NOISE SENSITIVE RECEPTORS	
SCALE 1" : 350'	FIGURE 4

PROPOSED ROADWAY TYPICAL SECTIONS U.S.29/MD.103 INTERCHANGE

NOT TO SCALE



EXISTING OR RELOCATED U.S.29 ALTERNATE 7



RELOCATED MD. 103

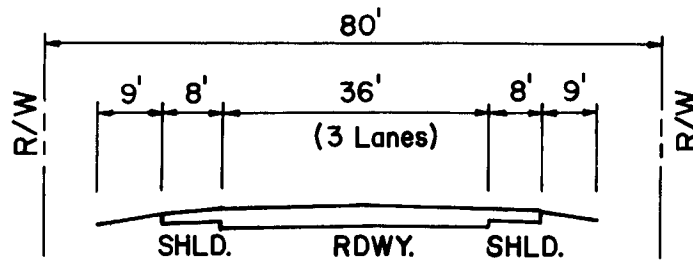
ALTERNATE 7 (Variable Median)

NOTE:

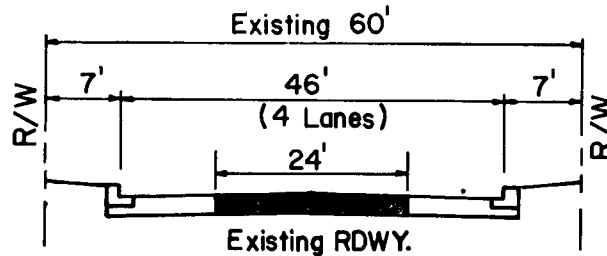
The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

PROPOSED ROADWAY TYPICAL SECTIONS U.S. 29/MARYLAND 103 INTERCHANGE

NOT TO SCALE



ST. JOHNS LANE EXTENDED ALTERNATE 7



EXISTING MARYLAND 103 ALTERNATE 7

NOTE:

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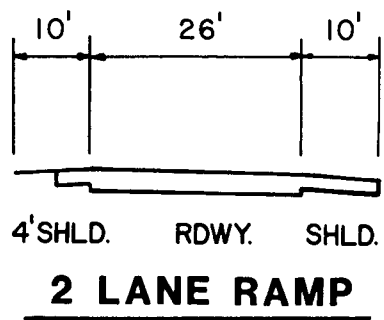
FIGURE 6

PROPOSED ROADWAY TYPICAL SECTIONS

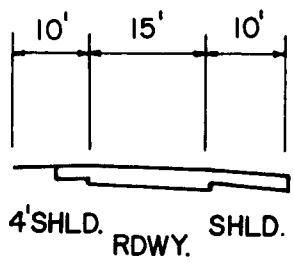
U.S.29/MD.103 INTERCHANGE

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NOT TO SCALE



ALTERNATE 7 RAMPS B&C



SINGLE LANE RAMP

ALTERNATE 7 RAMPS A,D,E,F&G

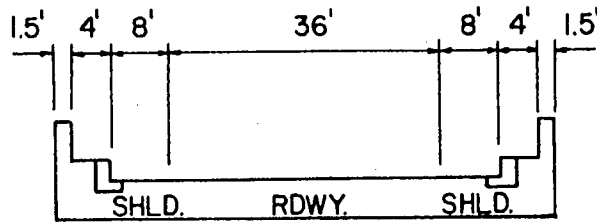
NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

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PROPOSED BRIDGE TYPICAL SECTIONS U.S. 29/MARYLAND 103 INTERCHANGE

NOT TO SCALE



ST. JOHNS LANE EXTENDED

ALTERNATE 7

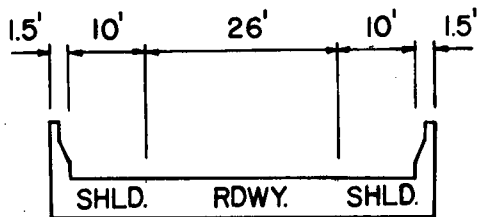
NOTE :

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

PROPOSED BRIDGE TYPICAL SECTIONS
U.S. 29 / MARYLAND 103 INTERCHANGE

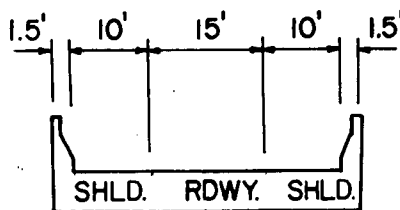
29

NOT TO SCALE



2 LANE BRIDGE

ALTERNATE 7 RAMP C



SINGLE LANE BRIDGE

ALTERNATE 7 RAMP D

NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

that volumes on U.S. 29 and Maryland 103 will increase to 112,600 and 55,000 respectively.

The Build traffic projections in the design year for U.S. 29 and Maryland 103 are based on the assumption that a major connection would be provided between U.S. 29 and I-95.

a. Current and Projected Traffic

- No-Build Fig. 10
- Alternate 7 Fig. 11

b. Current and Projected Level of Service

- No-Build Fig. 12
- Alternate 7 Fig. 13

c. Current and Projected Accident Rates and Numbers

The existing roadway system within the study area experienced 85 reported accidents (1 Fatality) from 1980 through 1982, resulting in an accident rate of 160 accidents per one hundred million vehicle miles of travel (ACC/100 MVM). This rate is significantly lower than the statewide average accident rate of 239 ACC/100 MVM, for all similar types of highways under state maintenance. The resulting accident costs to the motoring and general public attributed to these accidents is approximately \$930,000/100 MVM.

Two (2) of the intersections in the study area met the criteria for High Accident Intersections (HAI) during the aforementioned period. These intersections are listed below, indicating the number of accidents for each year identified as an HAI.

<u>Intersection</u>	<u>Accidents - Year</u>
U.S. Route 29 at Maryland 987 and St. John's Lane	12 ACC - 1980; 12 ACC - 1981
Maryland 103 at Maryland 987	11 ACC - 1979

Nearly 60% of the total accidents in the study area were intersection related. Rear-end and left-turn collisions, in particular,

31

are occurring at higher frequencies than expected, based on the statewide averages for this type of highway.

Under the No-Build Alternate, the existing roadway systems would be forced to accommodate this increased traffic, and the intersections associated with it would continue to experience higher than normal accident rates.

With the Alternate 7, the elimination of at-grade intersections on U.S. Route 29 in the area is projected to reduce the number of the rear-end collisions by approximately 40%.

With the Selected Alternate, we would expect the study area to experience an accident rate of approximately 130 ACC/100 MVM with a corresponding accident cost of \$730,000/100 MVM. This would result in an accident cost savings of approximately \$200,000/100 MVM when compared to the existing situation. Greater benefits will also be obtained in terms of reduced travel time, delays and fuel costs related to the improved traffic flow on the mainline of U.S. Route 29.

The accident costs as indicated, include present worth of future earnings of those persons killed and permanently disabled, as well as monetary losses resulting from injury and property damage accidents.

d. Description of Current and Projected Traffic Service

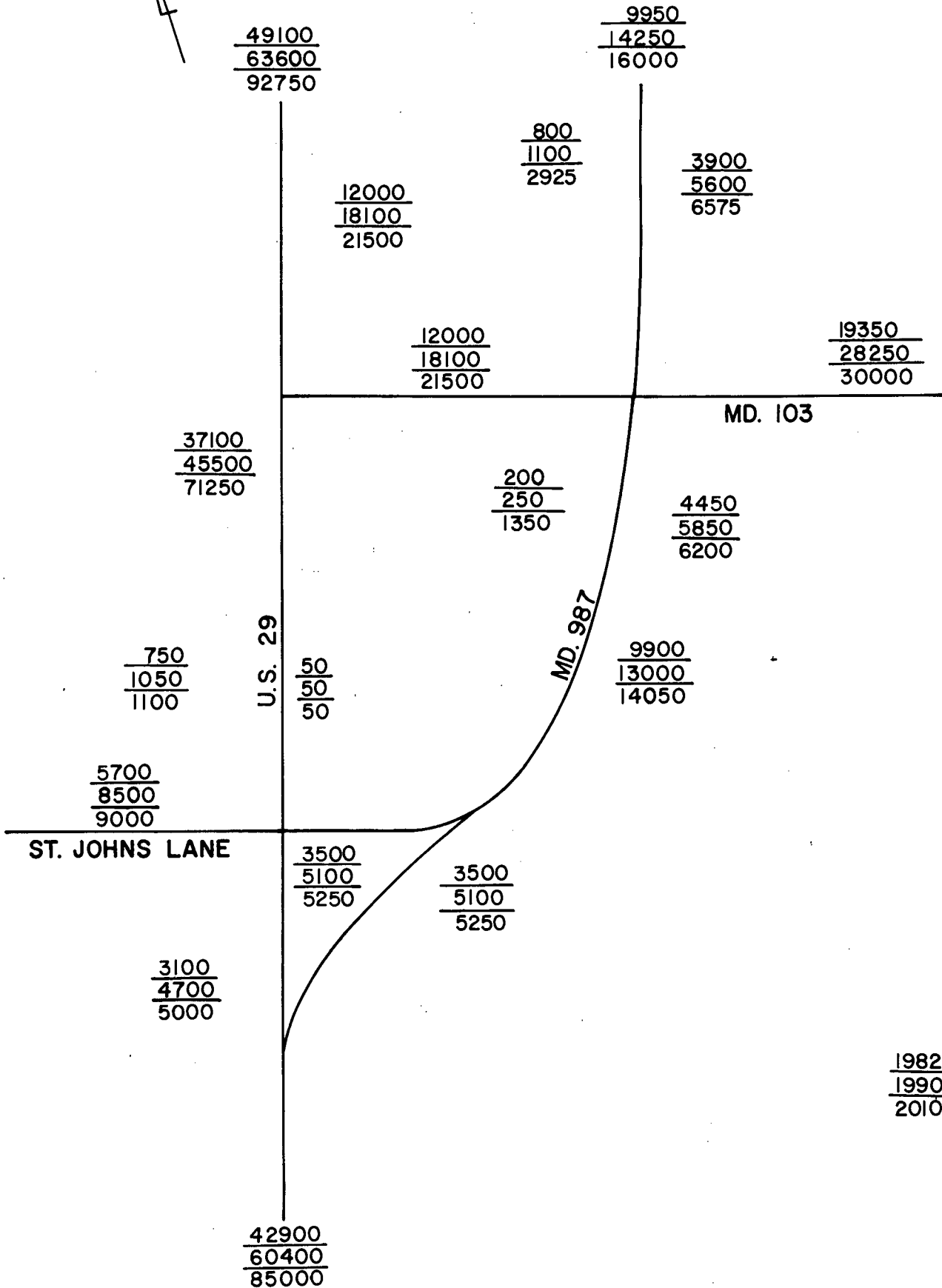
With the ongoing residential development throughout the study area, traffic projections indicate an increase of 43,000 vehicles/day for U.S. Route 29 and 10,600 vehicles/day for Maryland Route 103 between 1982 and 2010 under No-Build conditions. This projected traffic increase will cause additional congestion and delays at the existing intersection of U.S. Route 29 and Maryland Route 103. Maryland Route 987, will remain the same under the 2010 No-Build condition.

Table 2 indicates a comparison of existing level of service

US.29 / MD.103 INTERCHANGE

Average Daily Traffic

Alt. 1 (No Build)

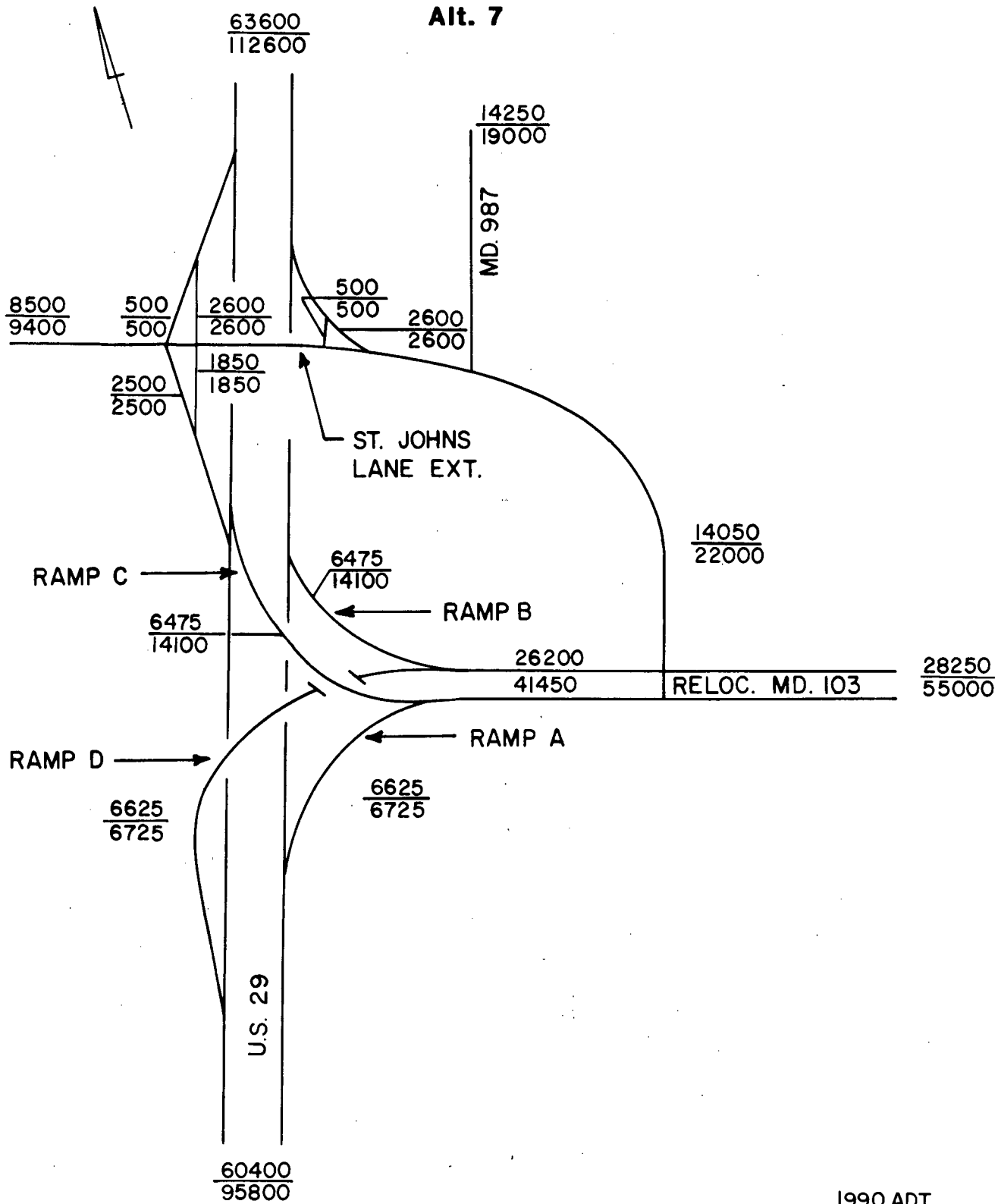


1982 ADT
 1990 ADT
 2010 ADT

U.S.29 / MD.103 INTERCHANGE

Average Daily Traffic

Alt. 7



1990 ADT
2010 ADT

Aug. 1984 Data

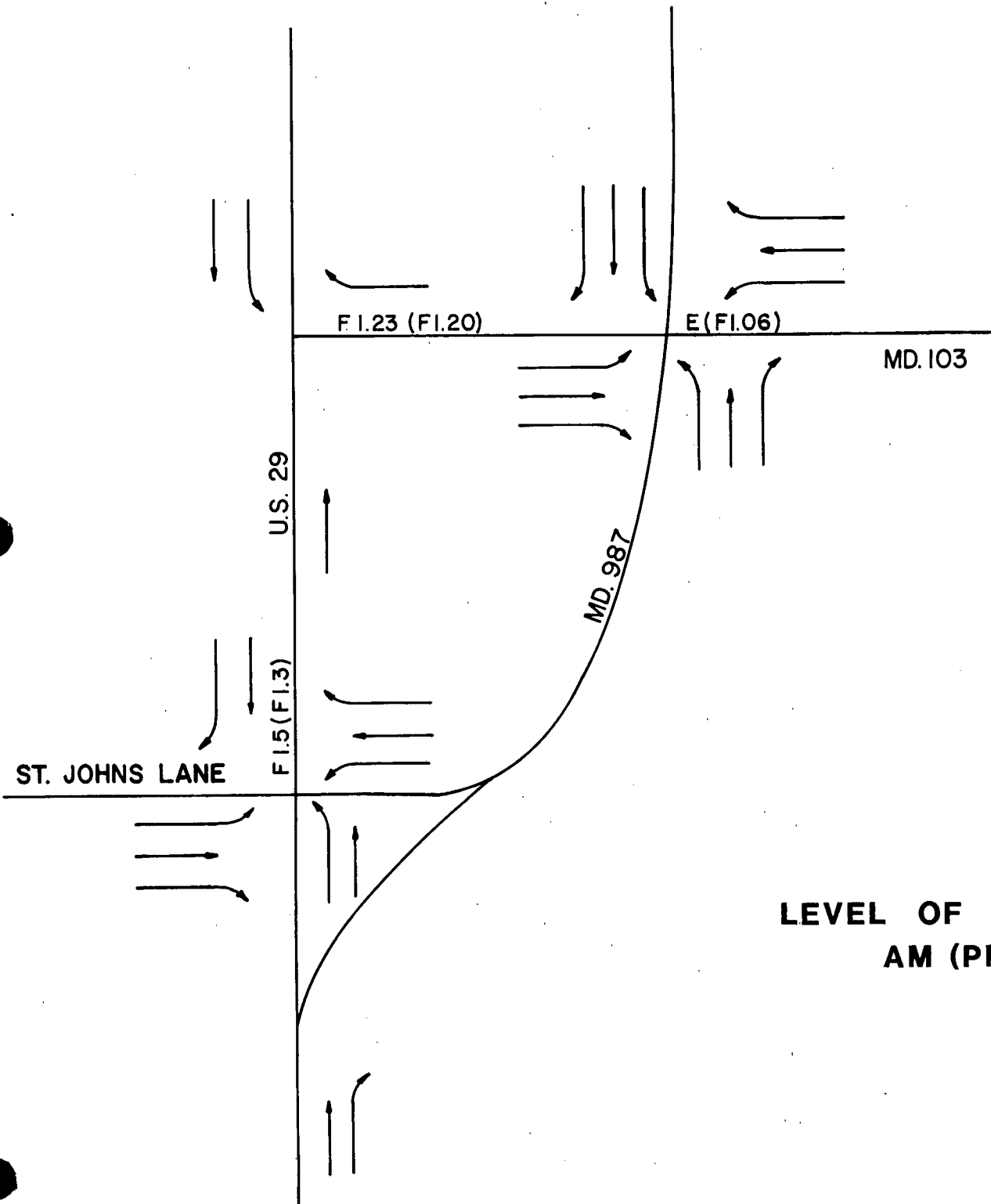
FIGURE 11

U.S.29 / MD.103 INTERCHANGE

34

Levels Of Service (2010)

Alt. 1 (No Build)

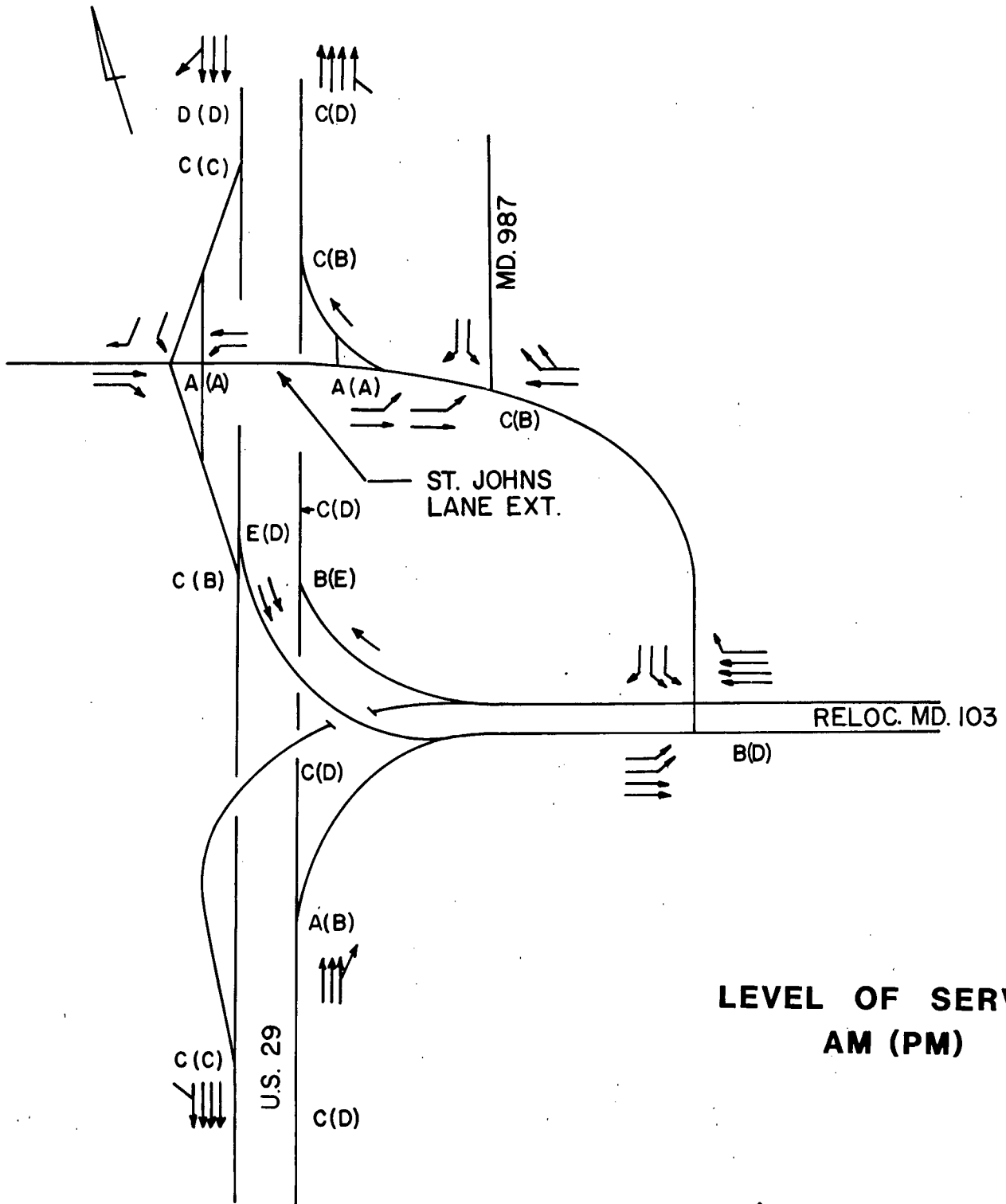


LEVEL OF SERVICE
AM (PM)

U.S.29 / MD. 103 INTERCHANGE

Levels Of Service (2010)

Alt. 7



**LEVEL OF SERVICE
AM (PM)**

Aug. 1984 Data

FIGURE 13

conditions projected for 2010 No-Build conditions at the major intersections in the study area. It is projected that all of the major intersections will operate at level of service "F" by the Design Year 2010 under the No-Build Alternate. This table also shows the Design Year Levels of Service associated with selected Alternate 7.

TABLE 2
U.S. ROUTE 29/MARYLAND ROUTE 103
TRAFFIC SUMMARY

<u>Intersections</u>	<u>1982 Levels of Service</u>	<u>2010 Level of Service No-Build Alternate</u>
U.S. Route 29/ Maryland Route 103	D/E	F (1.23)
U.S. Route 29/ St. John's Lane	E	F (1.5)
Maryland Route 103/ Maryland Route 987	A	F (1.06)

Under the Selected Build Alternate, Alternate 7, design year Levels of Service at major intersections would operate at:

<u>Intersections</u>	<u>2010 Level of Service Build Alternate (Alt. 7)</u>	
	AM	(PM)
Relocated Maryland 103/ Existing Maryland 103 Extended	B	(D)
Existing Maryland 103/ Maryland 987	C	(B)
Existing Maryland 103/ Ramp E Ramp F/G	A A	(A) (A)
U.S. 29/ Ramp A Ramp B Ramp C Ramp D	A B E C	(B) (E) (D) (C)

Note: (See Figure 9)

3. Environmental Overview

An Environmental Assessment was prepared and distributed prior to the Public Hearing. Alternate 7 was identified as the Preferred Alternate and is now the Selected Alternate.

The following sections summarize the impacts of the Selected Alternate.

a. Natural Environmental Impacts

1) Prime Farmland Soils

Approximately 23.1 acres of Prime Farmland Soils would be required for rights-of-way with Alternate 7. Alternate 7 would require 13.5 acres from one active farm located in the southeastern portion of the study area along Maryland Route 103. The acreage required for Alternate 7 at this farm represents approximately 50% prime farmland soils.

This project has been processed in accordance with the National Farmland Protection Policy Act.

Within the study area, zoning is predominantly commercial and residential, consistent with planning goals for eastern Howard County. The farmland which would be impacted by this project is currently zoned residential.

2) Habitat

The U.S. Route 29/Maryland Route 103 study area supports a relatively small wildlife community. Due to the developing residential and commercial nature of this study area, as well as its limited size, no significant impacts are expected.

Alternate 7 would require 5.5 acres of woodland habitat for highway right-of-way.

Coordination with DNR, Wildlife Administration and U.S. Fish and

Wildlife Service indicates that there are no known populations of threatened or endangered plant or animal species in the study area.

3) Wetlands

Pursant to Executive Order 11990, Protection of Wetlands, wetland areas were identified. No tidal or non-tidal wetlands would be impacted by Alternate 7.

4) Surface Water

Alternate 7 will require some reconstruction over existing stream crossings at Red Hill Branch, Cat Tail Creek and Plumtree Branch. Culvert and pipe extensions will be provided where necessary.

No stream relocation will be required.

The project action will not result in risks or impacts to beneficial floodplain values or provide direct or indirect support to further development within a floodplain. In accordance with FHPM 6-7-3-2 a floodplain finding is not required.

5) Air and Noise

No violations of State or National Ambient Air Quality Standards for carbon monoxide are predicted to occur with Alternate 7 in the project completion year (1992) or design year (2010).

When design year L₁₀ noise levels are projected to exceed the abatement criteria or to increase ambient conditions by more than 10 dBA, noise abatement measures are considered to minimize impacts.

The Federal Highway Administration's noise abatement criteria would be exceeded at two noise sensitive areas (NSA), 2 and 4 under Alternate 7 and two NSA's, 2 and 4, under the No-Build Alternate. Noise mitigation measures are not recommended for the No-Build Alternate. Design year noise levels are increase 13 decibels over ambient levels at NSA 1 and at NSA 6 by 14 decibels under the selected alternate.

NSA 1

NSA 1 will have a projected 2010 increase of 13 dBA over the ambient level for Alternate 7. A barrier 1120' in length by 12' in height at a cost of \$336,000 would reduce the projected noise level 6-7 dBA. This would not be a cost effective mitigation and is not recommended.

NSA 2

NSA 2 will have a projected 2010 increase of 5 dBA over the ambient level and will exceed the noise abatement criteria by 2 dBA. A barrier at this site would have to be segmented for driveway access from Maryland Route 103 to the YMCA and residences. A barrier length of 240' at a height of 12' would only reduce projected noise levels by 1-2 dBA. The barrier is not physically effective and at a cost of \$72,000 per residence is not considered cost-effective. The barrier is not recommended.

NSA 4

NSA 4 will have a projected 2010 increase of 4 dBA over the ambient level and will exceed the noise abatement criteria by 1 dBA. The feasibility of a barrier at this site will be reevaluated during the design phase.

NSA 6

NSA 6 will have a projected 2010 increase of 14 dBA over the ambient level for this alternate. A barrier at this site would not be physically effective due to High Point Road access and the relocation of Maryland 103. In addition, this NSA is located + 250 feet from the proposed improvements, too far to provide adequate attenuation. A barrier 4000' in length by 14' in height, costing \$1,400,000, would reduce the projected noise levels 1-2 dBA for one residence. This is

not cost-effective and the barrier is not recommended.

Partial mitigation such as landscaping and plantings may be feasible for these sites and will be studied in further detail during the design phase of the project.

6) Stormwater Management Regulations

These regulations will require stormwater management practices in the following order of preference:

- on site infiltration
- flow attenuation by open vegetated swales and natural depressions
- stormwater retention structures
- stormwater detention structures

b. Social Impacts

1) Relocations

The No-Build Alternate would require no relocations. Alternate 7 would require the relocation of four (4) tenant-occupied residences. In addition, tenants from four (4) houses and one business property which are owned by the State Highway Administration would be displaced.

A survey of the local real estate market revealed that comparable, affordable replacement housing is available for those displaced by the project alternate. All families will be relocated into decent, safe, and sanitary housing within their financial means. Last Resort Housing will be used if necessary. Lead time for relocation will be 12 months for Alternate 7.

No minorities, handicapped, or elderly persons are expected to be displaced under either of the build alternates.

2) Summary of Equal Opportunity Program of Maryland State Highway Administration

It is the policy of the Maryland State Highway Administration to ensure compliance with the provision of Title VI of the Civil Rights Act of 1964, and related civil rights laws and regulations which

prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, physical or mental handicap in all State Highway Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right-of-way, or the provision of relocation advisory assistance.

This policy has been incorporated into all levels of the highway planning process in order that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

3) Access to Community Facilities and Services

With the No-Build Alternate, already poor access to facilities and services would worsen, especially for those crossing U.S. Route 29. The congested and unsafe intersection with Maryland Route 103 will become more congested and dangerous as traffic volumes increase. Pedestrian traffic would be particularly impacted.

Alternate 7 would improve access and road capacity, thus allowing better traffic movement through the area. Accident rates would decrease providing a safer and more efficient roadway network for those using the U.S. Route 29/Maryland Route 103 interchange.

4) Community Impacts

The No-Build Alternate would have the most severe community impacts of all the alternates. Increased traffic volumes projected for this area would cause changes in local traffic patterns as some drivers would seek other travel routes to avoid the growing congestion. This could result in through traffic using local streets in residential neighborhoods disrupting neighborhood integrity and cohesion.

Alternate 7 would impose fewer impacts on the improved properties in the northeast quadrant by moving through traffic further away from it. Alternate 7 also has the least community impacts because through

traffic would be shifted away from all residential areas within the study limits.

5) Economic and Land Use Impacts

The No-Build Alternate would not solve traffic congestion problems associated with projected high volumes of traffic, therefore, local businesses may be negatively impacted. Customers may be discouraged from frequenting these businesses if they must contend with congestion and unsafe conditions. New economic or industrial growth may also be discouraged from locating in the area because of lack of adequate access.

Alternate 7 would have generally positive land use impacts. It would provide necessary access and highway capacity to support planned residential and commercial development in the area. This development is consistent with the General Land Use Plan, and would help channel developments to the appropriate areas in the county.

Alternate 7 would also provide freer access to the businesses at the Maryland Route 103/Maryland 987 intersection. Furthermore, planned development in the immediate area would eventually provide a substantial pool of potential customers.

6) Historic and Archeological Resources

Five (5) historic sites located in the vicinity of the proposed interchange improvement are on or eligible for the National Register of Historic Places. None of the sites are affected by Alternate 7. No significant archeological sites would be impacted by Alternate 7.

7) Public Parks and Recreational Areas

No parks or public recreational areas would be affected by any of the build alternates.

c. Environmental mitigation commitments necessary for Location Approval

Final design for the proposed improvements will include plans for

grading, landscaping, erosion and sediment control, and stormwater management, in accordance with State and Federal laws and regulations. They will require review and approval by the Maryland Department of Natural Resources-Water Resources Administration (WRA) and the Department of Health and Mental Hygiene-Office of Environmental Programs (OEP). A waterway construction permit will also be required from the Department of Natural Resources.

All displaced families will be relocated into decent, safe, and sanitary housing within their financial means. Housing of Last Resort will be used if necessary.

The feasibility of a barrier at NSA 4 will be reevaluated during the design phase.

Partial mitigation such as landscaping and planting for all NSA's will be studied during the design phase of the project.

C. Positions Taken

1. Elected Officials

Though no written position was received from elected officials after the Location/Design Public Hearing, verbal concurrence for the recommended alternate (Alternate 7) was expressed to the Director and the Administrator by Councilpersons Elizabeth Bobo and Ruth Keeton.

Prior to the Location/Design Public Hearing, Mr. Hugh Nichols, Howard County Executive, and State Senator Thomas M. Yeager indicated their support for the continued study of Alternate 7 as their selected alternate and as the only viable long range solution for the U.S. 29/Maryland 103 intersection to provide increased capacity for future development in the Maryland 103 corridor.

2. Citizens & Associations

Most citizens supported Alternate 7 including unanimous support

from various civic groups; such as the Old Columbia Pike Preservation Association Inc., the Church of Jesus Christ of Latter-Day Saints, St. John's Community Association.

3. County Agencies

Various agencies such as the Howard County Public School System, by written response and Howard County Planning and Zoning, Public Works and Transportation representatives through verbal comments have expressed their support for Alternate 7.

D. Recommendations and Supporting Reasons

Alternate 7 as presented at the Combined Location/Design Public Hearing included an extremely expensive bridge on Ramp 'D' spanning the southbound lanes of Relocated U.S. 29. Subsequent to the Public Hearing, the Project Planning Team investigated measures to reduce that cost.

The analysis of Ramp 'D' indicated that by shifting the mainline of Relocated U.S. 29 approximately 50' further to the east, and retaining Ramp 'D' in its existing position, the skew angle between the mainline of southbound Route 29 and Ramp 'D' could be reduced, reducing the span length of the Ramp 'D' structure. This modification would result in an estimated savings of 1.6 million dollars.

Table 3

Cost Summary of 50' Shift of U.S. 29 (Alt. 7)

	<u>Additional Acres Required</u>	<u>R/W Costs</u>	<u>Ramp D Structure Costs</u>	<u>Total</u>
Relocated U.S. 29 (Original Alt. 7)	—	—	\$3,400,000	\$3,400,000
50' Shift to East	3.0 Ac	\$190,400	\$1,585,000	\$1,775,400

Also included in the Team's post hearing investigation was a local access ramp from northbound U.S. 29 to existing Maryland 103. The Administrator recommended that we should investigate the feasibility and cost associated with providing this movement. This movement, designated Ramp H, was not previously included with local access ramps (E, F, & G).

Table 4
Cost Summary of Ramp H

Right-of-way	\$582,000
Structures	\$825,300
Construction	<u>\$536,000</u>
Total \$1,943,300	

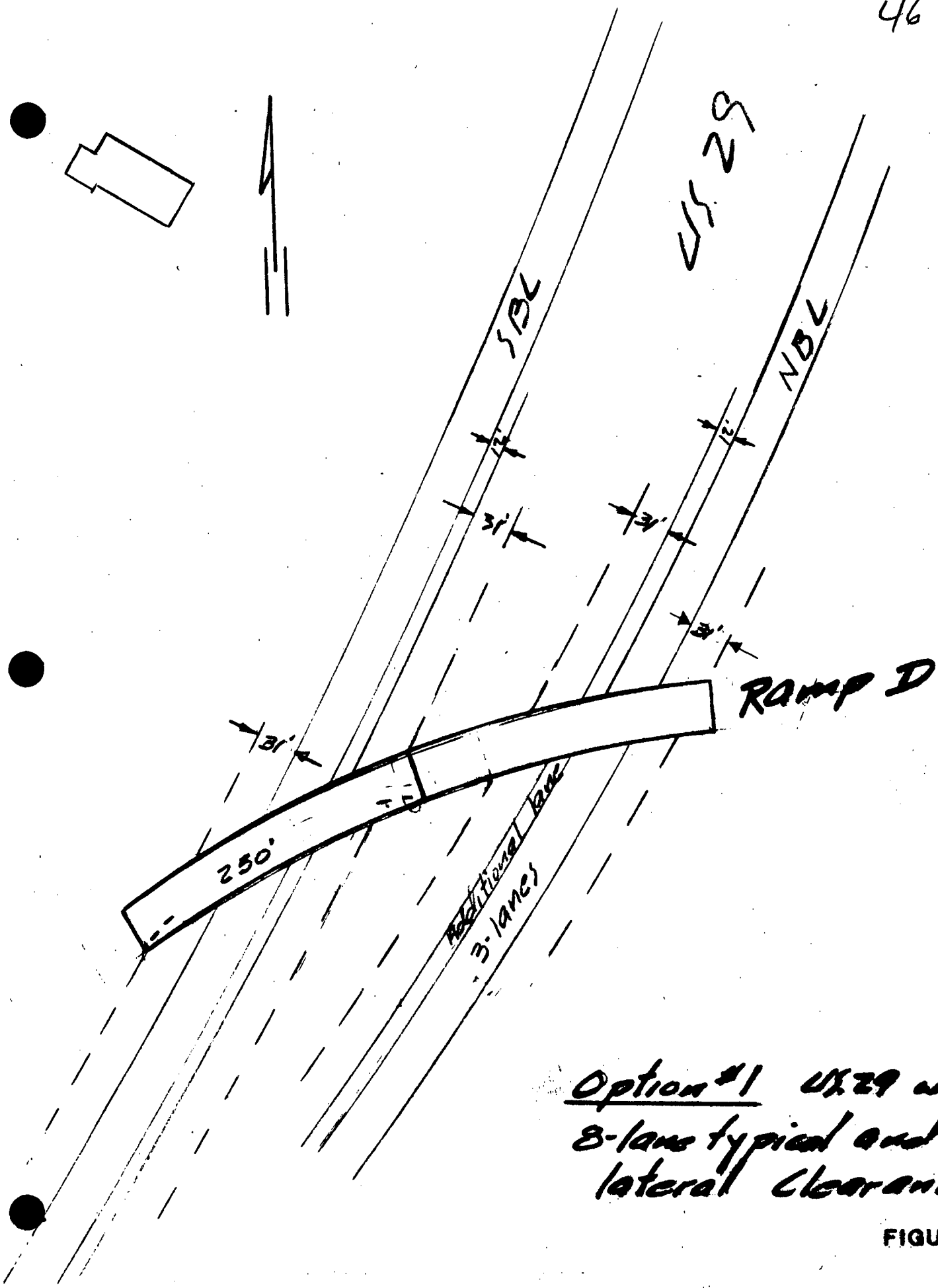
Subsequent to the team meeting on January 29, 1985, the Planning Team investigated the feasibility of providing a typical section for U.S. 29 under Ramp D that will be compatible to the Maryland 108 project. In conjunction with this analysis, four options consisting of a 6 or 8 lane highway in combination with minimum (15.5') and minimum desirable (31') lateral clearances have been considered.

The four options considered for the analysis of structure lengths on Ramp D are listed below:

- Option 1 - U.S. 29 with 8-lane typical and minimum desirable (31') lateral clearance. (Figure 14)
- Option 2 - U.S. 29 with 8-lane typical and minimum (15.5') lateral clearance. (Figure 15)
- Option 3 - U.S. 29 with 6-lane typical and minimum desirable * (31') lateral clearance. (Figure 16)
- Option 4 - U.S. 29 with 6-lane typical and minimum (15.5') ** lateral clearance. (Figure 17)

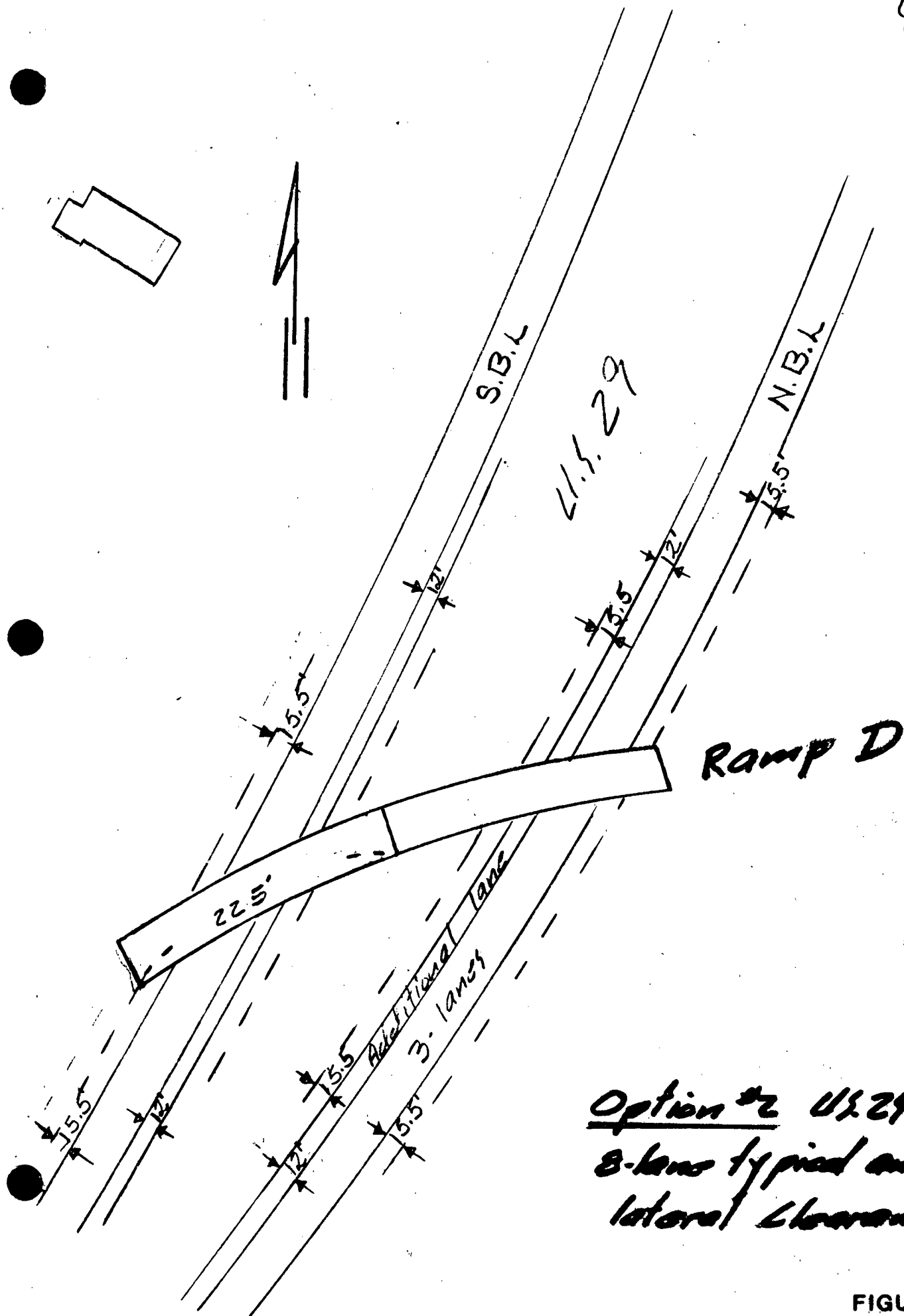
Note:

* Option 3 lane requirements and lateral dimensions are compatible to those of U.S. 29 at the proposed Maryland 108 interchange.



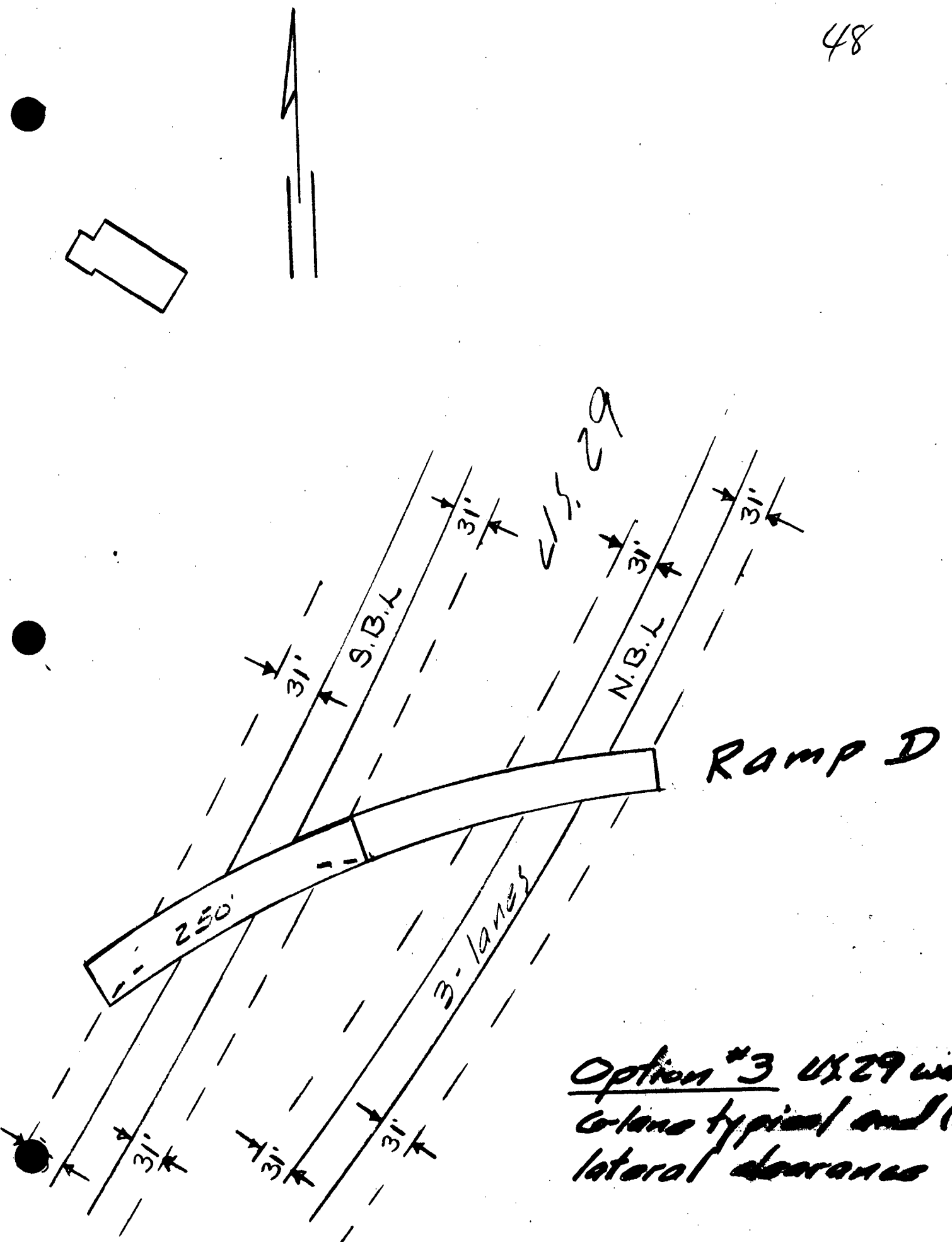
Option #1 US 29 with
8-lane typical and (31')
lateral clearance

FIGURE 14



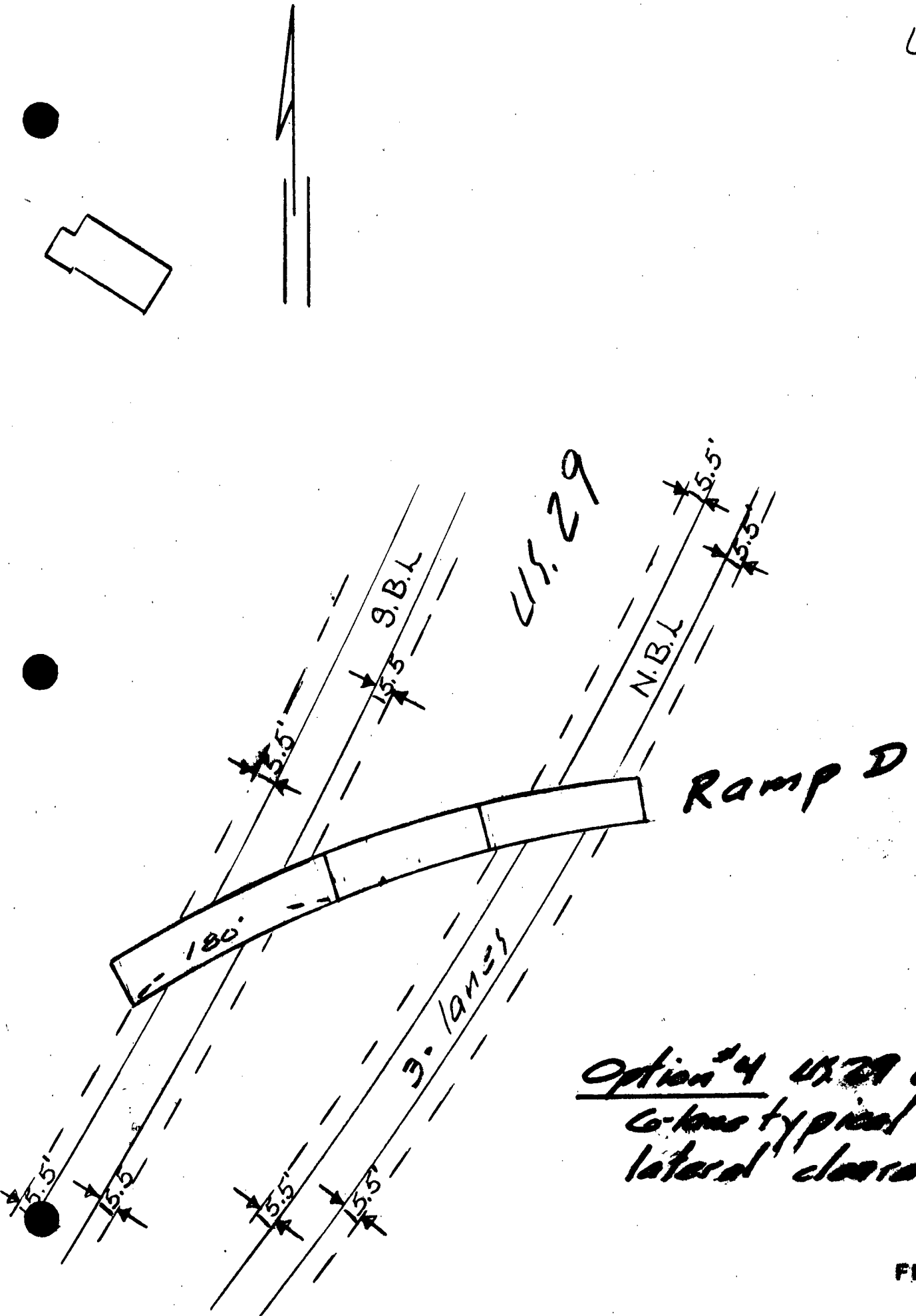
Option #2 U.S. 29 with
8-lane typical and (65)
lateral clearances

FIGURE 15



Option #3 U.S. 29 with
colans typical and (3)
lateral clearance

FIGURE 16



Option #4 US 29 with
6-lane typical (with)
lateral clearance

FIGURE 17

** Option 4 is the same typical used to calculate costs for the Selected Alternate (Alternate 7 including 50' shift of U.S. 29). (See Table 3)

Table 5
Cost Summary of Various Structure
Lengths on Ramp D

	Span Length over U.S. 29 (S.B.L.)	Total Structure Length	Structure Cost
Option 1	250'	485'	\$2,630,000
Option 2	225'	445'	\$2,277,000
Option 3	250'	505'	\$2,657,000
Option 4	180'	430'	\$1,585,000

(See Figures 14 through 17 for horizontal layout)

The Planning Team, consisting of S.H.A. and Howard County representatives met on January 29, 1985 to formulate a team recommendation for this project. This recommendation proposes the selection of Alternate 7 with the additional 50 foot shift of the mainline lanes of U.S. 29 to reduce the cost of the Ramp 'D' structure. The exact reduction in cost savings was not determined but rather, deferred for the Administrator's review of the various options studied. The Team also recommends the construction of local access ramps E, F, and G which were presented at the Public Hearing. Ramp 'H' is not recommended for further consideration.

Key issues associated with the recommendation:

Alternate 7 (including ramps E, F, and G)

1. No owner occupied dwellings are taken (four tenant occupied residences are however required).
2. This interchange design is compatible with a possible connection to I-95 and provides the maximum capacity of all alternates presented at the Public Hearing.
3. Businesses and communities in the study area are provided

easy access to U.S. 29 via local access ramps.

- 4. This alternate has received the majority of support from citizens, civic groups, and elected officials.

50' Shift to the east of U.S. 29

- 1. Overall savings of from \$.7 million to \$1.6 million depending on Ramp 'D' structure option selected.

(See Table 5)

Key issues associated with not recommending:

Ramp H

- 1. Estimated cost of 1.9 million dollars.
- 2. The savings of 1/2 mile of travel distance on Ramp H versus the routing of travel via Ramp A to Relocated Maryland 103 to existing Maryland 103 does not provide enough justification for the duplication of this movement.
- 3. Impacts to adjacent development property could be greater by denying access across a controlled access interchange ramp. Property in ramp area is zoned for commercial and business usage.
- 4. Signing would be less confusing through the use of only one traffic pattern from northbound U.S. 29 to existing Maryland 103.
- 5. The Old Columbia Pike Preservation Association endorsed Alternate 7 with the stipulation that a direct access from northbound U.S. 29 to Maryland 987 be discouraged.

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Table 6

Cost to Implement Alternate 7 (including 50' Shift of U.S. 29)

Option 1

R/W & Relocation	\$2,904,400
Structures	\$7,495,000
Construction	\$7,065,000
Total	\$17,464,400

Option 2

R/W & Relocations	\$2,904,400
Structures	\$7,142,000
Construction	\$7,065,000
Total	\$17,111,400

Option 3

R/W & Relocation	\$2,904,400
Structures	\$7,522,000
Construction	\$7,065,000
Total	\$17,491,400

Option 4

R/W & Relocation	\$2,904,400
Structures	\$6,450,000
Construction	\$7,065,000
Total	\$16,419,400

II. Public Hearing Comments

II. Public Hearing Comments

The following is a summary of the statements made at the December 11, 1984 Combined Location/Design Public Hearing and the responses given by the State Highway Administration. A complete transcript of all comments made at the hearing is available for review at the Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland, 21202. Written comments received subsequent to the Public Hearing are discussed in Correspondence Section III-A.

- 1. Mr. Paul Longley, Manager/Dealer of Columbia Pike Shell, Howard County Resident: Mr. Longley expressed his support for the No-Build Alternate on the grounds that no study has been completed to determine the Maryland Route 108 improvements and how it would affect this area. He continued to say that if a Build Alternate should be selected, Alternate 7 would be his preference with a stipulation that local access points (Ramps E, F, and G) would be included in the final decision.

SHA Response: Right-of-way acquisition for the U.S. 29/Maryland Route 108 project is underway. Final design is ongoing and it is anticipated that the project will be advertised for construction in mid-1985.

- 2. Ms. Lillie Haughton, President, St. John's Community Association: Ms. Haughton spoke on behalf of the Community Association in support of Alternate 7. This support was based upon a vote taken at the December 10, 1984 board meeting of the Association. She stated that Alternate 7, even though most costly, provides better management of traffic flow and has a less adverse effect on the community.

SHA Response: Alternate 7 is the Selected Alternate.

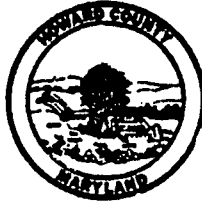
- 3. Mr. R. J. Philburn, Senior Real Estate Representative, Shell Oil Company: Mr. Philburn reiterated what Mr. Paul Longley stated regarding the No-Build Alternate. He also stated that this proposed interchange, in addition to Maryland Routes 108 and 175 interchanges, will all tie into I-95. He concluded by saying that it would be prudent to wait until the Maryland Route 108 interchange is built to determine what effect it would have on Maryland Route 103.

SHA Response: See response to comment #1. This project will be compatible with improvements at the Maryland Route 108 interchange.

III. Correspondence

III-A. Written Comments Received Subsequent to the
Location/Design Public Hearing, 12/11/84, and Responses.

GEORGE F. NEIMEYER
DIRECTOR
992-2400



- Bureau of Engineering
William E. Riley, Chief
- Bureau of Environmental Services
James M. Irvin, Chief
- Bureau of Facilities
John Zimyer, Chief
- Bureau of Highways
Granville W. Weiland, Chief
- Bureau of Inspections, Licenses, and Permits
M. Robert Gemmill, Chief
- Bureau of Utilities
Robert M. Springer, Chief

Deaf TDD Number 992-2323

DEPARTMENT of PUBLIC WORKS of HOWARD COUNTY
3430 COURT HOUSE DRIVE, ELLICOTT CITY, MARYLAND 21043

December 20, 1984

MEMORANDUM

TO: Amar Bandel, Chief
Comprehensive Planning and Zoning

FROM: William E. Riley, Chief *William E. Riley*
Bureau of Engineering

SUBJECT: Environmental Assessment
Contract No. HO-629-101-771
US 29/MD 103 Interchange

The Bureau of Engineering has reviewed the subject report and was represented at the public meeting on December 11, 1984. We agree that the SHA recommended interchange alternate #7 best serves this intersection.

We would appreciate a set of 50' scale plans and profiles to review the impact of the ramps on adjacent properties.

Response: Alternate 7 is the Selected Alternate and improves traffic operations at the juncture of U.S. Route 29 and Maryland Route 103.

cc: G. F. Neimeyer
E. A. Calia

WER/Cmgt

RECEIVED

DEC 26 1984

DEPARTMENT OF PUBLIC WORKS
HOWARD COUNTY, MARYLAND

III-A-1

WASTE-NOT



RECYCLE



58

THE HOWARD COUNTY PUBLIC SCHOOL SYSTEM
10910 Route 108
Ellicott City, Maryland 21043-6198
(301) 992-0500

December 18, 1984

Mr. Mel Stilcus
State Highway Administration
200 W. Preston St.
Baltimore, MD 21201

Dear Mr. Stilcus:

Re: U. S. Route 29 and Maryland Route 103 Interchange

We had representatives attend the public presentation and hearing held on December 11 concerning the Route 29/103 Interchange.

After hearing the presentation and comments concerning the various alternates and after reviewing the various alternates with our transportation personnel, I would like to go on record of supporting Alternate #7.

Alternates #2 and #3 as contained in your brochure are unacceptable as far as the effect that the traffic would have on the Waterloo at Ellicott City Middle School.

If you have any questions, please contact me.

Sincerely yours,

Charles I. Ecker
Associate Superintendent

Response: Alternate 7 is the Selected
Alternate

CIE/nm

c: Mr. Bennie Hartmann
Dr. M. E. Hickey
Mr. Henry Hornung
Mr. Bob Lazarewicz

III-A-2

Hearing Impaired Number:
TDD/TTY 992-4942

December 11, 1984

Maryland Department of Transportation
State Highway Administration
ATTN: Mr. Neil J. Pedersen, Director
Bureau of Project Planning
P. O. Box 717
Baltimore, Maryland 21203

REF: State Contract No. HO 629-101-707 (Route 29/Route 103 Interchange)

Dear Sir:

I am speaking on behalf of the St. John's Community Association as their president in support of Alternate 7. This support is based on a vote taken at the December 10, 1984 board meeting of the association.

We strongly feel that your department should work continuously with the community and advise us of all phases of design and implementation of whatever design goes forward.

After reviewing all three alternates, we made the assessment that Alternate 7, even though more costly, provides better management of traffic streams and less adverse impact on the community.

We look forward to hearing from you and working together with you on this project.

Sincerely yours,



Lily Haughton
President, St. John's Community Association
3709 St. John's Lane
Ellicott City, Maryland 21043

Response: Alternate 7 is the Selected Alternate. The St. John's Community will be kept informed as the project proceeds through final design.

RECEIVED

#374

DEC 27 1984

60
THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY
SAINTS

OFFICE OF
PLANNING & PRELIMINARY ENGINEERING
COLUMBIA MARYLAND STAKE

December 20, 1984

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

Re: Comments on U.S. Route 29 and Maryland Route 103 Interchange

Dear Sirs:

The following are comments on the future interchange planned for U.S. Route 29 and Maryland Route 103 from the Church of Jesus Christ of Latter-day Saints. We are the church located at the intersection of Rt. 29 and St. Johns Lane and therefore directly affected by any future development of this intersection. The booklet listing the location/design for the interchange has been studied and the public meeting of December 11, 1984 attended.

As expressed in a written opinion following the June 12 hearing, we feel that a major interchange should be built. General traffic volume warrants this as well as the safety of our church members in traveling to and from our building. Of the three remaining alternatives discussed on December 11, we prefer the one known as Alternate 7 (as described in your booklet). This alternative has, in our opinion, the best traffic flow while having minimal impact on our building site. We strongly encourage construction of the local access points, Ramps E, F, and G, as shown in your booklet. Approximately 500 people attend our church each Sunday. Other activities are held on almost every other day. At least twice a year we hold large regional meetings involving approximately 1500 people. With this volume of people accessing the building, the local access points would be of great convenience and simplify access to our building.

Of the remaining alternatives we would like to register, in writing, strong objection to Alternate 2. We feel that this option will place traffic too close to the building increasing the noise level and adversely affecting the appearance of the grounds. Additionally Alternate 2 necessitates the granting of a right-of-way directly through one of our parking lots. This would result in loss of that area within the state right-of-way from our parking lot reducing the parking capacity and traffic flow through the lot. The latter results from the fact that the proposed right-of-way cuts through the lot at the edge of the central island. Alternate 2 would eliminate traffic flow around that island.

cd

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY
SAINTS

COLUMBIA MARYLAND STAKE

Page 2

Alternate 7 also proposes acquiring a right-of-way across our property. The design maps show this right-of-way coming to the eastern edge of our south lot. In discussing the situation with state highway officials at the December 11 public meeting, we were told that this would have no affect on our parking lot. We would appreciate receiving further clarification of this in writing. Please send the reply to:

E. DuWayne Peterson
1551 Millersville Rd.
Millersville, Md.
21108

Our support of Alternate 7 is based on the assumption that no changes will have to be made to this parking area.

We look forward to hearing from you and working with you in the continued planning for this interchange.

Yours truly,


C. Brent Bergeron

Columbia Maryland Stake Presidency



Maryland Department of Transportation

State Highway Administration

62
William K. Hellmann
Secretary

Hal Kassoff
Administrator

JAN 11 1985

Mr. E. DuWayne Peterson
1551 Millersville Road
Millersville, Maryland 21108

Dear Mr. Peterson:

Thank you for your comments on the US 29/Maryland 103 interchange project.

The proposed right-of-way line for Ramp G of interchange Alternate 7 does (as you indicated) affect your property, but not the parking lot itself. The right-of-way required for the construction of this ramp, assuming Alternate 7 is the selected final alternate, will be definitively determined in the design phase of this project. The design phase is in Fiscal Year 1986, which starts on July 1, 1985. We will make every effort to minimize impacts to your property which would affect the operation of your parking lot.

Please feel free to contact me if you have any additional questions regarding the US 29/Maryland 103 interchange project.

Very truly yours,

ORIGINAL SIGNED BY:

NEIL J. PEDERSEN

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

NJP:tn

cc: Mr. Anthony M. Capizzi
Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. HO 629-101-770

U.S. Route 29/Maryland Route 103 Interchange

Combined Location/Design Public Hearing

Tuesday, December 11, 1984 at 7:30 P.M.

To the attention of Mr. Melvin B. Stickles, Project Manager, Bureau of Project Planning

Old Columbia Pike Preservation Association, Inc.

Ellicott City

Howard County

Maryland 21043

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

Dear Mr. Stickles,

Our neighborhood corporation identified above encompasses the residential community of Old Columbia Pike (MD 987) and its side streets, i.e., Cooks Lane, Overlook Drive, Hunt Ave., Woodrow St., and Hunter Rd. At its general meeting, a quorum present, the membership discussed in great detail the alternates for this contract. The membership would prefer that there would be no need for any residential displacements; however, the membership voted unanimously in support of Alternate # 7.

In addition the membership is extremely interested in the POSSIBLE LOCAL ACCESS POINTS which could connect U.S. 29 North to Toll House Rd. It has been our experience and so remains that traffic on U.S. 29 North and traffic on Md. 103 West with its destination the Howard County Office Complex does use Toll House Rd. It appears that this route is attracting more drivers daily.

Mr. Stickles, we would like to extend our compliments to the State Professionals who are involved with is contract. Their task has not been an easy one by any means. Yet the proposals as they have been made available to us and other citizens are of the highest caliber. Please extend our sincere appreciation to your staff. Thank you.

Very truly yours,

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

* Particularly Mr. Lee B. Carrigan, Engineer

NEIJ007 HO J 11
 301-465-1608
 JOE NEILSON, PRESIDENT
 OLD COLUMBIA PIKE
 PRESERVATION ASSOCN INC.
 P O BOX 357
 ELLICOTT CITY MD 21043

64



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 11, 1985

Mr. Joe Neilson, President
Old Columbia Pike
Preservation Association, Inc.
P.O. Box 337
Ellicott City, Maryland 21043

Dear Mr. Neilson:

Thank you for your comments and gracious remarks pertaining to the U.S. 29/Maryland 103 Interchange project.

The possible local access points that you refer to from U.S. 29 to Toll House Road and including U.S. 29 and St. Johns Lane were investigated subsequent to an Alternates Meeting held on June 12, 1984.

Our investigation concluded that local access from U.S. 29 to Toll House Road was inadequate in geometric standards to provide sufficient driver safety. Your observations as to the usage of Toll House Road by traffic oriented to the Howard County Office complex is correct as the situation exists today.

If Alternate 7 is adopted as the selected alternate including local access points at St. Johns Lane extended, access to the Howard County Office complex would be more effectively accomplished from northbound U.S. 29 to U.S. 40 and Rogers Avenue. This is caused by the absence of a local access ramp from northbound U.S. 29 to St. Johns Lane in conjunction with the removal of the traffic signal at existing U.S. 29 and Maryland 103.

I emphasize that though the shorter route via U.S. Route 29 and 40 to the Howard County Office complex is in our professional judgement the best approach, many motorists may still continue to use the traditional route of Toll House Road after maneuvering through the proposed interchange.

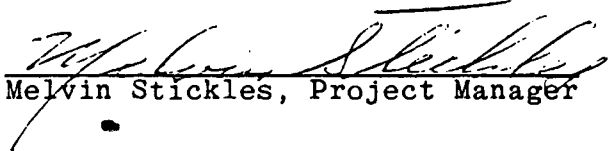
Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

LHE:MBS:mm

cc: Mr. W. Clingan
Mr. A. M. Capizzi
Ms. C. D. Simpson

by:


Melvin Stickles, Project Manager

My telephone number is 659-1190

Teletypewriter for Impaired Hearing or Speech

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. HO 629-101-770

U.S. Route 29/Maryland Route 103 Interchange
Combined Location/Design Public Hearing
Tuesday, December 11, 1984 at 7:30 P.M.

NAME CARL A. ONKEN JR DATE Dec 11 1984

PLEASE PRINT

ADDRESS 491A Alice Ave Montgomery Knolls

CITY/TOWN Ellicott STATE Md ZIP CODE 21043

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

We are fully aware of the proposed projects.
our ~~our~~ main concern is being able to drive
out of our development between 730 & 30th
and 4¹⁵ to say 5¹⁵ in the afternoon.

I can't see where an interchange at 103 and 29
will help us one bit.

Why can't we get Avoca ave cut thru
to Old Annapolis Rd at Howard County school
which would help us at least to get out of
the blocked in condition that we now have.

I am currently on the Mailing List.

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

66

Stickles.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 4, 1985

Mr. Carl H. Onken, Sr.
4914 Alice Avenue
Ellicott City, Maryland 21043

Dear Mr. Onken:

Thank you for your comments pertaining to the U.S. 29/Maryland 103 Interchange project.

I agree with you that congestion along Maryland 103 east of U.S. 29 is becoming increasingly difficult especially since development is occurring at a rapid rate in the Maryland 103/Maryland 104 corridor.

The extension of Avoca Avenue to Maryland 108 to relieve congestion at Maryland 103 would be a function of Howard County and local land development. You may wish to discuss this matter with your County Council person.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

LHE:MBS:mm

cc: Mr. Anthony M. Capizzi
Ms. Cynthia D. Simpson
Mr. Melvin B. Stickles

My telephone number is 659-1130

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. HO 629-101-770

U.S. Route 29/Maryland Route 103 Interchange
Combined Location/Design Public Hearing
Tuesday, December 11, 1984 at 7:30 P.M.

NAME Joe P. Brumbles DATE 11 Dec 1984

PLEASE PRINT

ADDRESS 4013 Twilight Grove Court

CITY/TOWN Ellicott City STATE Md. ZIP CODE 21043

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

As I read through this document on the Alternative plans, I agree that alternate 7 is the preferred design. However, I am concerned about the closing of the south bound exit ramps off U.S. 29 to Columbia Road and Drury Hall. Once the exit ramps to Columbia Road as well as the south bound exit ramps to U.S. 29 off Columbia Road, the Drury Hall residents will be blocked in. I understand that Columbia Road will be opened to RT 108 sometime in early 1986 if construction proceeds as planned for the 108-29 interchange. Therefore the exit off U.S. 29 to Columbia Road and the southbound exit off Columbia Road to U.S. 29 should not and must not be closed before Columbia Road is extended to RT 108 with a traffic light in place and working.

As Columbia Council Representative for the village of Drury's Search, I would like to be informed of any action and hearings on the RT 103-U.S. 29 and RT 108-U.S. 29 interchanges as well as any action on the extension of Columbia Road to RT 108.

*Thank you,
Joe P. Brumbles
Columbia Council Representative
Village of Drury's Search*

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

68
STICKLES
William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 7, 1985

Mr. Joe P. Brumbles
4013 Twilight Grove Court
Ellicott City, Maryland 21043

Dear Mr. Brumbles:

Thank you for your comments pertaining to the U.S. 29/Maryland 103 interchange project.

The slip ramp you refer to from U.S. Route 29 to Maryland 982 (Columbia Road) would not be removed prior to the completion of the U.S. 29/Maryland 108 interchange, which is scheduled for completion in 1989. Construction of an interchange at U.S. 29/Maryland 103 is scheduled to begin in Fiscal Year 1989. The extension of Columbia Road to Maryland 108 will be constructed as a local road as private development continues. The extension of Columbia Road is expected to occur upon the completion of the Maryland 108 interchange.

We will keep you informed of any additional actions or major changes to the Maryland 103 and Maryland 108 interchange projects through the inclusion of your name to our mailing list.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

LHE:MBS:mm

cc: Mr. Anthony Capizzi
Ms. Cynthia Simpson
Mr. Melvin Stickles

My telephone number is 659-1130

Teletypewriter for Impaired Hearing or Speech
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69
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323

NOV 28 1984

DIRECTOR OF
PLANNING & PRELIMINARY ENGINEERING

4344 Columbia Road
Ellicott City, MD 21043
November 26, 1984

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering
Maryland Department of Transportation
P.O. Box 717
707 N. Calvert Street
Baltimore, MD 21203

Dear Sir:

In anticipation of the December 11, 1984 hearing on the US Route 29 MD Route 103 interchange, we would like to express our concerns about the proposed project. As owners of a historic property in the study area, we are convinced that all three proposed alternates (2,3 and 7) would impact on our home. In particular, we are concerned with road bed vibration, noise, the visual impact to our property and our peace of mind. These concerns must be considered in the context of the increasing traffic flow on US Route 29, the increased average speed that will result from the interchange, and the eventual expansion of US Route 29 to six lanes.

Specifically, we request that the total impact to our residence be discussed with us in the planning phase. Particular issues concern noise and visual isolation using berms (e.g. similar to those constructed at US Route 29/MD 32) and noise absorbing paving. We have particular concerns with alternate 7. First, the proximity of elevated ramps to our home (noise and headlights) and the disposition of the southbound portion of US Route 29 that would be moved eastward. The realignment of Columbia Road to use this road bed would potentially solve some sight problems in the vicinity of several residences and the entrance to the Forest Hill Swim Club.

Overall, we recognize that the MD Route 103/US Route 29 intersection problem must be solved and hope that it can be accomplished with minimal impact to the residents in the area.

Respectfully yours,

Mr. & Mrs. John Santowski



Maryland Department of Transportation

State Highway Administration

70
Stuckles

William K. Hellmann
Secretary

Hal Kassoff
Administrator

December 31, 1984

Mr. and Mrs. John Osantowski
4344 Columbia Road
Ellicott City, Maryland 21043

Dear Mr. and Mrs. Osantowski:

Thank you for your letter expressing your comments and concerns pertaining to the proposed construction of an interchange at US Route 29 and Maryland Route 103.

Your letter will be included in the project file and your comments will be recognized in the selection of an alternate after the Public Hearing.

The principal concerns that you expressed in your letter of November 28, 1984 are, as I understand them to be, road vibrations, noise, and visual impacts associated with the three Build Alternates (2, 3, and 7) and, in particular, with Ramp 'D' of Preferred Alternate 7.

I will confine most of my response to Alternate 7 (except for Noise Impacts) since this is our Preferred Alternate:

1. Road Vibrations

Road vibrations cannot be fully determined until this project proceeds to the subsequent design phase when more definitive soils information becomes available. However, the shifting of the mainline of US Route 29 to the east in the vicinity of your residence should have the effect of reducing vibration impacts.

2. Noise Impacts

The noise impacts to your residence (noise sensitive area 4) from the proposed interchange improvements would vary between the three build alternates. Under the No-Build Alternate, an increase of 6dBA over the existing noise level (67dBA) is projected. Proposed Build Alternates 2, 3, and 7 will have projected increases of 7, 9, and 4dBA respectively, over

My telephone number is 659-1110

Teletypewriter for Impaired Hearing or Speech

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

71
Mr. and Mrs. John Osantowski
December 31, 1984
Page Two

the existing noise level. The actual L_{10} noise levels are shown on the attached table, which is included in the Environmental Assessment. Your residence is located approximately 85' from proposed Alternate 2 improvements, 60' from Alternate 3, and 175' from proposed Alternate 7. These distances from the proposed Build Alternates indicate that Build Alternate 7 (Preferred) would have the least noise impact of the three build alternates due to the relocation of mainline US Route 29 farther to the east. Under all alternates, including the No-Build, noise mitigation measures, such as barriers or berms, were considered. It was determined that noise mitigation measures would not be cost effective in the reduction of noise with proposed Alternates 2, 3, and 7 at your residence.

3. Visual Impacts

The distance from your residence to the relocated south-bound lane of US Route 29 (Alternate 7) has actually been increased from its existing location so as to provide an area for possible selected landscaping. Landscaping plans will be developed during the design phase and your concerns are being forwarded to the Bureau of Highway Design for their consideration.

4. Impacts Associated with Ramp 'D'

The proposed roadway grades of Ramp 'D' are such that headlights should not be directed at your residence from the ramp.

Enclosed are graphics from the Environmental Assessment as well as Table 7 listing existing and projected noise ambient levels and the locations tested.

If you wish to meet with me and/or my staff for further discussion or clarification, please do not hesitate to contact me.

Very truly yours,

Neil J. Pedersen

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

NJP:tn
Attachments

cc: Mr. Anthony M. Capizzi
✓ Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson

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**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. HO 629-101-770

U.S. Route 29/Maryland Route 103 Interchange
Combined Location/Design Public Hearing
Tuesday, December 11, 1984 at 7:30 P.M.

NAME Dean R. Kishter (Resident) DATE December 12, 1984

PLEASE
PRINT

Bev & Lee Wilhide's Flowers (Business)
ADDRESS 3948-B & 3956 Cooks Lane

CITY/TOWN Ellicott City STATE Maryland ZIP CODE 21043

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

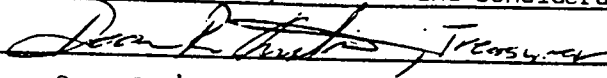
Alternate 2 is clearly undesirable as shown by reaction at the earlier hearings.

Alternate 3 is a step better than alternate 2 but, the design is not as efficient as it could be. Also the existance of a traffic light and intersection near the two overpasses (ramps crossing 29) in my estimation will invite traffic problems.

Alternate 7, however, seems to best meet the needs of the interchange while minimizing traffic problems and displacements. I would agree that this alternative should be preferred over the other alternatives even though it is the most costly of the four alternatives discussed. In this case, though, I believe the extra money would be well spent and justified, in my view as a tax payer, to establish a more beneficial interchange.

The "No Build" alternative should not be considered based on the definite need of a solution to the intersection problems, which include frequent accidents at the intersection, and traffic overload.

Thank you for your time and consideration to these comments.



Dean R. Kishter

I am currently on the Mailing List.

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



Maryland Department of Transportation

State Highway Administration

73
File
William K. Hellmann
Secretary

Hal Kassoff
Administrator

January 14, 1985

RE: Howard County
Contract No. HO 629-101-770
U.S. 29/Maryland 103
Interchange

Mr. Dean R. Kishter
3956 Cooks Lane
Ellicott City, Maryland 21043

Dear Mr. Kishter:


Your comments relative to our December 11, 1984 Location/Design Public Hearing have been received and will be considered in our recommendation of an Alternate to the State Highway Administrator.

In addition, a response to your comments will be included in the Final Environmental Document.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by:


Melvin B. Stickles
Project Manager

LHE:MBS:mm

My telephone number is 659-1190

Teletypewriter for Impaired Hearing or Speech

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74

January 4, 1985

State Highway Administration
ATTN: Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203

REF: State Contract No. HO 629-101-770

Dear Mr. Pedersen:

I realize that the date for public comments has passed on selection of alternates for the above named contract. Our association (St. John's Community Association) supported selection of Alternate 7 and so testified at the public meetings.

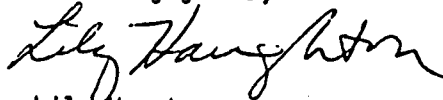
The purpose of this letter is to strongly urge that replacement of the two existing park and ride facilities be undertaken concurrently with the right of way acquisition for the interchange at St. John's/Rt. 103/Rt. 29.

Co-location of an enlarged park and ride facility along with parking for the Armory would appear to be in the best interest of the area. Each week-day commuter vehicles overflow both existing park and ride lots. On week-ends there does not appear to be enough existing parking for Armory usage.

It would seem that since both are State Facilities that a co-operative venture would make economic sense.

Thank you for your consideration.

Sincerely yours,



Lily Haughton
President, St. John's Community Association
3709 St. John's Lane
Ellicott City, Maryland 21043

CC: The Honorable Harry Hughes
The Honorable J. Hugh Nichols
The Honorable Vernon Gray

RECEIVED

#413

JAN 14 1985

DIRECTOR OFFICE
PLANNING & PRELIMINARY ENGI. 1

75



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

Ms. Lily Haughton, President
St. Johns Community Association
3709 St. Johns Lane
Ellicott City, Maryland 21043

Dear Ms. Haughton:

Thank you for your letter of January 4, 1985 supporting Alternate 7 as the preferred alternative solution to the U.S. 29/ Maryland 103 interchange project.

As mentioned in your letter, the replacement of Park and Ride lots at the intersection of U.S. 29 and St. Johns Lane will be investigated. We will consider your suggestion to utilize the National Guard Armory property for co-usage.

If I can be of further assistance, please do not hesitate to call.

Very truly yours,

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

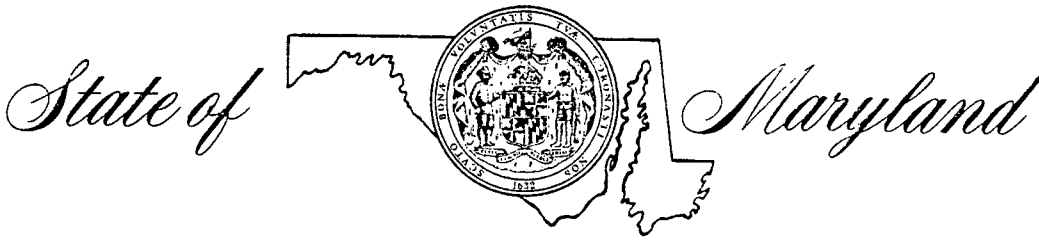
NJP:mm

cc: Mr. W. Clingan
Mr. B. Ditto
Mr. A. Capizzi
Mr. L. H. Ege, Jr.
Ms. C. Simpson

My telephone number is 659-1110

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III-B. Agency Coordination



85 02 06
1.5.0.1

OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 383- 3245

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

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

William M. Eichbaum, Assistant Secretary

February 6, 1985

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Bureau of Project Planning (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Contract No. HO 629-101-770
P.D.M.S. No. 132052
U.S. Route 29/Maryland Route 103
Interchange

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

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

ELC:cw

19 01 85 11 11 11 11



78

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

FEB 15 1985

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Bureau of Project Planning (Rm 310)
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

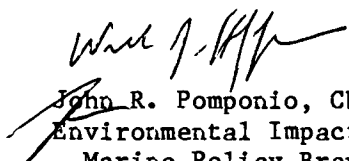
Re: U.S. Route 29/Maryland Route 103 Interchange,
Howard County, Maryland

Dear Ms. Simpson:

We reviewed the Draft Air Quality Analysis prepared for the above referenced project. Based upon this review, we have no objection to any of the proposed alternatives from an air quality standpoint, and note that Alternative 7 results in the lowest carbon monoxide concentrations at the study sites. Therefore, Alternative 7 is preferable from an air quality standpoint.

Please be advised that these comments relate only to the air quality impacts of the proposal. We reserve the opportunity to comment on other environmental aspects of the project when and if any consultation is requested. Please send us a copy of any additional studies that may be prepared for this project. If you have any questions, or if we can be of further assistance, please contact Mr. William J. Hoffman of my staff at 215-597-7828.

Sincerely,


John R. Pomponio, Chief
Environmental Impact and
Marine Policy Branch

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



JAMES W. PECK
DIRECTOR

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

December 21, 1984

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning (310)
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA No. 84-PP-0428
SHA No. HO-629-101-771
Description: Environmental Assessment
for US 29/MD 103 Interchange,
Howard County

Dear Mr. Ege:

The Water Resources Administration has received and reviewed the Environmental Assessment Document for the above referenced project. The following are the comments offered by the Administration:

1. The Administration has no objection to the Alternate 7 which has been selected by the State Highway Administration as the preferred alternate. However, Alternate 2 would have the least impact on increasing the impervious areas and stormwater runoff.
2. The three stream crossings listed under Alternate 7 (Table 1) must be further investigated. A waterway construction permit must be obtained for each crossing if the upstream drainage areas are 400 acres or more, and/or if they are designated as the Special Flood Hazard Area by the Federal Insurance Administration.
3. The project must meet the requirements of the Water Resources Administration's Regulations for stormwater management and soil erosion and sediment control.

Telephone: (301) 269-2265

Mr. Louis H. Ege
December 21, 1984
Page Two

- 4. The Wetlands Division has no objection or preference to the proposed alternates. No wetlands license or permit is required.

The subject Environmental Assessment Document has been reviewed by the following Agencies within the Department of Natural Resources. Their comments are as follows:

- 1. The Tidewater Administration's Fisheries Division has no objections to the proposed project and has offered no comments on any of the alternatives.
- 2. The Capital Programs Administration has found the subject project not inconsistent with their plans, programs, or objectives of their Agency.

The proposed project will receive further review upon receipt of the Final Environmental Document. If you have any questions regarding this matter, please contact me at (301) 269-2265.

Sincerely,

M. Q. Taherian
 M. Q. Taherian
 Project Engineer
 Watershed Permits Division

MQT:das

Response:

2. If the upstream drainage areas are 400 acres or more, waterway construction permits will be obtained. This determination will be made during final design. 0

3. Refer to p. IV-9 of Environmental Assessment

A copy of the FONSI will be sent to Water Resources Administration.

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TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

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

KENNETH N. WEAVER
DIRECTOR
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EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

25 October 1984

Mr. Louis H. Ege
Bureau of Project Planning
State Highway Administration
707 North Calvert Street, 3rd Floor
Baltimore, Maryland 21203

RE: US 29/MD 103 Interchange
Howard County

Dear Mr. Ege:

On 11 October 1984, I field checked the subject project relative to archeological resources. Almost all of the project area is encompassed by previous archeological surveys that failed to locate any sites near the proposed interchange alignments (see attached map). Nonetheless, my brief field examination was undertaken to spot check unsurveyed portions of the project area, clarify the location of an aboriginal site reported by Thomas (1983), and examine the "ruins" marked on the project maps west of U.S. Route 29. Results of my field inspection are detailed below.

Reported Ruins: West of U.S. Route 29 and north of St. John Lane, the project maps note "ruins". No ruins were observed at this location, although it is possible that a series of animal houses/cages laid out in a broken, roughly rectangular pattern may have been misinterpreted from aerial photography as a structure ruin. Furthermore, map research indicates no structures in this quadrant of the intersection until well into the 20th century.

Aboriginal Site: During his survey of the proposed Stonecrest sewer project, Thomas (1983) reported a prehistoric archeological site (18H0115) just east of Ellicott City Middle School and approximately 140 feet southwest of Maryland Route 103. Since this location appeared to be near the proposed ramp tie-in with Maryland Route 103, I re-examined the

cornfield at this location. Despite 70-80% surface visibility, no aboriginal material was observed within the U.S. 29/MD 103 project limits. Subsequent to my field check, Lois Brown of the Division of Archeology informed me that Mid-Atlantic Archaeological Research had provided mapping that located 18H0115 some 2000 feet southwest of Maryland Route 103 -- well outside the interchange area. In any event, Thomas (1983) judged the site insignificant.

Spot checks: Another cornfield, located immediately west of the one noted above, was examined. Again, despite excellent surface visibility, nothing but modern refuse was noted.

East of the National Guard Armory and southwest of (across MD 103 from) the Bethel Baptist Church, stone foundations and debris were noted on a wooded and overgrown knoll. Based on the size of trees growing in an abandoned driveway loop, it was estimated that the site (designated 18H0117) had been deserted some 20 years previous. Historic map research indicates a structure in this location on the 1860 Martenet map of Howard County ("W. Hughes" residence) and on the 1878 Hopkins atlas of Howard County ("Mrs. Hughes" residence). (Note: Basalik (1983:8) suggests that the "Hughes" property is now the site of the National Guard Armory; quite clearly, this is not the case (see maps).) Subsequent information (Lamere Hennessee, personal communication) indicates that in the 20th century this site served as the Schaeffer Convalescent Home and burned in the 1960s. Bulldozing evident on the surface and apparently associated with the fire, and other post-19th century impact, has adversely affected the integrity of the site; furthermore, the abundance of 19th century sites as indicated on the Martenet and Hopkins maps illustrates that the site is not likely to be unique. As a result, although the site would be destroyed by Alternate 3 (see map), no additional archeological study is recommended.

Southwest of the Armory is a stone- and brick-lined cellar hole (ca. 25 x 30') of a recently burned 20th century house. The site is not significant.

A fourth area spot checked is located east of U.S. 29, between U.S. 29 and the western edge of Basalik's (1983a) study area. Several shovel test pits were excavated but no artifacts were observed. The area is removed from water and has little archeological potential.

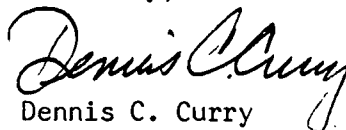
In sum, the only archeological site endangered by the U.S. 29/MD 103 project is a 19th/20th century site in the path of Alternate 3. This site has suffered previous adverse impact and is not considered significant. No archeological sites are indicated or anticipated in the remainder of the study area. Hence, no further archeological involvement on this project is warranted.

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If I may be of further assistance on this matter, please do not hesitate to call me.

Sincerely,



Dennis C. Curry
Archeologist

DCC:lw

cc: Cynthia Simpson
Rita Suffness

Enclosure



Maryland Historical Trust

January 11, 1984

Mr. Louis H. Ege, Jr., Chief
Environmental Management
State Highway Administration
P.O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: U.S. Rt. 29/ Maryland Rt. 103 Interchange
Howard County
Contract No. HO-629-101-770

Dear Mr. Ege:

Thank you for your letter of November 9, 1983 regarding the reconstruction of the above-referenced interchange. Six historic properties in the project's vicinity were identified by your office. We believe that three of these sites lie outside of the impact area for the project. These include Woodley (HO-396), Keewaydin Farm (HO-556) and the Omar Jones House (HO-404). Furthermore, we believe Search Enclosed (HO-316), which is located within the impact area, to be an inventory-level site and not eligible for the National Register.

The two remaining sites, Temora (HO-47) and the Wayside Inn (HO-144), lie within the impact area. We agree with your opinion that the north and east National Register boundaries of Temora are no longer appropriate. More appropriate boundaries would follow the inside (south and west sides) of Route 982. This would exclude from the historic site boundary the intrusive buildings that you mentioned. Even if this change is formally made, however, we believe Temora will still lie within the project's impact area. Although the property's surrounding environment will be slightly altered by the interchange project, we believe the project will have no adverse effect on Temora.

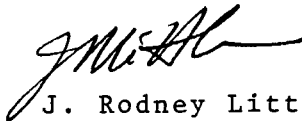
We believe the Wayside Inn (HO-144) to be eligible for the National Register. As you know, we will need to know SHA's opinion as to the eligibility of this site. If you agree with our opinion, we may proceed with a determination of effect even before the required determination of eligibility is requested. If there is disagreement, a determination of eligibility must be requested prior to proceeding. Please notify us regarding your opinion as to the eligibility of this property.

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Mr. Louis H. Ege, Jr.
January 11, 1984
Page 2

We look forward to hearing from you soon. If you have any questions, please call Kim Kimlin at 269-2438.

Sincerely,



J. Rodney Little
Director
State Historic Preservation Officer

JRL/GJA/KEK/mbh

cc: Mr. Ron Anzalone
Ms. Rita Suffness
Mrs. Mary Louise Gramkow
Mr. Ed Shull
Mr. Mel Stickle



Maryland Historical Trust

October 9, 1984

Ms. Cynthia D. Simpson
Acting Chief, Environmental Management
State Highway Administration
P.O. Box 717, 707 N. Calvert Street
Baltimore, Maryland 21203-0717

Re: U.S. 29/Maryland 103 Interchange
Contract No. HO 629-101-770
P.D.M.S. No. 132052

Dear Ms. Simpson:

Thank you for your letter of August 24, 1984 regarding the above-referenced project.

We concur with your opinion that Alternates 2 and 7 will have no effect on historic properties. We also concur that Alternate 3 will have no adverse effect on historic properties (Temora and the Wayside Inn). If Alternate 3 is selected, you must request the comments of the Advisory Council in this determination of no adverse effect. Please send your request to Mr. Ron Anzalone at the Council.

Sincerely,

George J. Andreve
Environmental Review
Administrator

33 OCT 13 11 12 25

GJA/KEK/bjs

cc: Mrs. Mary Louise Gramkow
Mr. Ed Shull
Mr. Ron Anzalone
Ms. Rita Suffness

Mark Duvall
MEL STICKLER

III-B-8

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DEPARTMENT OF NATURAL RESOURCES
Maryland Forest, Park & Wildlife Service
TAWES OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

TORREY C. BROWN, M.D.
SECRETARY

DONALD E. MacLAUCHLAN
DIRECTOR

April 24, 1984

Mr. Louis H. Ege, Jr.
MD Dept. of Transportation
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Edge:

There are no known populations of listed threatened or endangered species within the area of immediate project influence as described to me in your letter of April 12, 1984.

Sincerely,

Gary J. Taylor
Nongame & Endangered
Species Program Manager

GJT:ba
cc: Carlo Brunori

III-B-9

Telephone (301) 827-8612

TTY FOR DEAF: STATEWIDE 1-800-402-6062; BALTIMORE 269-0609

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

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

April 17, 1984

Mr. William F. Schneider, Jr.
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Subject: Contact No. HO 629-101-770
U.S. Route 29/MD Route 103 Interchange

Dear Mr. Schneider:

Review of information contained in the Heritage Program data base indicates that no rare species, unusual community, or other significant natural feature has been reported from the project area for the improvement identified above, as delineated in your letter of April 12, 1984. If I can be of additional assistance, please do not hesitate to contact me.

Sincerely,

Arnold Norden

Arnold W. Norden
Md. Natural Heritage Program

AWN:mcs
cc: Louis H. Ege, Jr.

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

April 18, 1984

Mr. Louis H. Ege, Jr.
Chief, Environmental Management
State Highway Administration
P.O. Box 717
Baltimore, MD 21203

Dear Mr. Ege:

This responds to your April 12, 1984, request for information on the presence of Federally listed endangered or threatened species within the area of the U.S. Route 29/Maryland Route 103 interchange.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

Glenn Kinser
Supervisor
Annapolis Field Office

IV. Appendix

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

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

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

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited

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

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

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

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, the owner will not be entitled to moving expenses, or losses for the item involved.

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

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

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

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

For displaced farms and non-profit organizations, actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid a minimum of \$2,500 to a maximum of \$10,000 based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

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

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

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

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

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