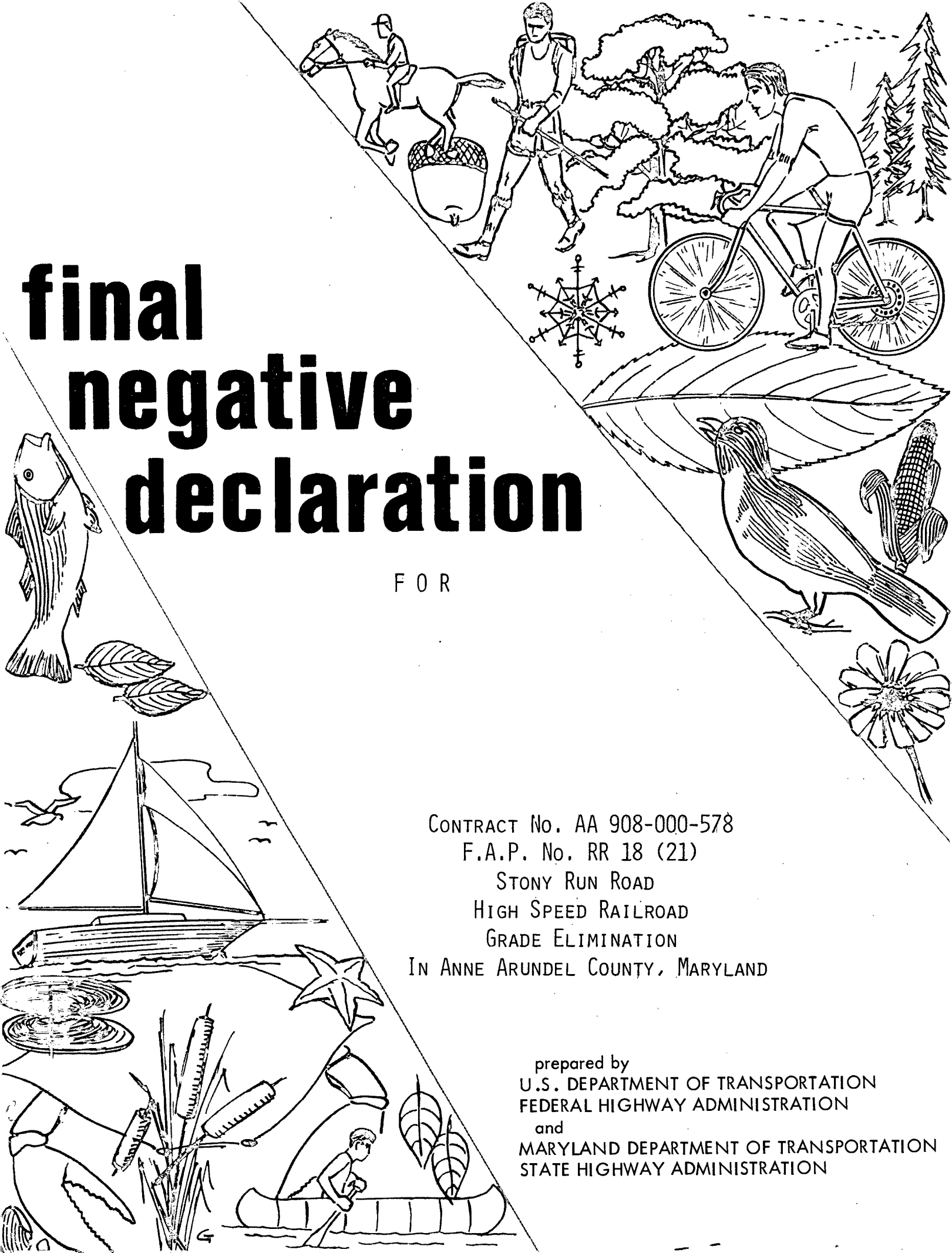

final negative declaration

FOR

CONTRACT No. AA 908-000-578
F.A.P. No. RR 18 (21)
STONY RUN ROAD
HIGH SPEED RAILROAD
GRADE ELIMINATION
IN ANNE ARUNDEL COUNTY, MARYLAND

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

REPORT NUMBER: FHWA-MD-NEG-77-01-F

FEDERAL HIGHWAY ADMINISTRATION

REGION III

STONY RUN ROAD
HIGH SPEED RAILROAD
GRADE ELIMINATION
ANNE ARUNDEL COUNTY, MARYLAND

ADMINISTRATIVE ACTION

FINAL

NEGATIVE DECLARATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332(2) (C), 23 U.S.C. 128 (a)

M. S. Caltrider
State Highway Administrator

3/15/78 by: J Thos L Cloonan for

Date

Frederick Gottemoeller
Director, Office of Planning
and Preliminary Engineering

3/16/78 by: Emil Elinsky

Date

Emil Elinsky
Division Administrator
Federal Highway Administration

HIGH-SPEED RAILROAD GRADE CROSSING ELIMINATION
STONY RUN ROAD, ANNE ARUNDEL COUNTY

ADMINISTRATIVE ACTION

FINAL
NEGATIVE DECLARATION

U. S. DEPARTMENT OF TRANSPORATION

FEDERAL HIGHWAY ADMINISTRATION

AND

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332(2) (C), 23 U.S.C. 128 (a)

JANUARY 1978

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SUMMARY SHEET

(1) Federal Highway Administration - Administrative Action

(x) Negative Declaration

( ) Draft (x) Final

(2) Contact Personnel

The following personnel can be contacted for additional information concerning this project:

Federal Highway Administration

Mr. Roy D. Gingrich, District Engineer
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Office Hours: 8:00 a.m. to 4:30 p.m.

State Highway Administration

Mr. Earle S. Freedman, Chief
Bureau of Bridge Design
Maryland Department of Transportation
State Highway Administration
300 West Preston Street
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(3) Description of Proposed Action

The proposed action involves the closing of the Amtrak Metroliner grade crossing at Stony Run Road in the community of Stony Run, Anne Arundel County,

the replacement of the at-grade crossing with a grade-separated structure over the railroad and Fort Meade Road (Maryland Route 170) and the construction of related approach roadways.

(4) Summary of Alternatives

Alternative A - Alternative A ties into the northbound lane of Fort Meade Road approximately 2,850 feet south of the present Stony Run Road intersection with Fort Meade Road. After overpassing Fort Meade Road, Alternate A overpasses the present alignment of the Amtrak System and Stony Run. Alternative A then continues in a westerly direction to existing Stony Run Road where it terminates at a "T" intersection. The western terminus is approximately one-half mile west of Maryland 170.

Alternative B - The connection of Alternative B to Maryland 170 occurs about 250 feet north of the present intersection of Fort Meade Road and Stony Run Road. From this point, the alignment heads west to overpass first the Amtrak System tracks and then Stony Run. The alignment of Alternative B then turns southwest and ties into existing Stony Run Road 350 feet southeast of its crossing of the Stony Run stream channel.

Alternative C - The alignment of Alternative C connects to Fort Meade Road in the same location and manner as Alternative B. Whereas Alternative B turns immediately southwestward upon leaving Fort Meade Road, Alternative C runs in a northwest direction until after it has overpassed the Amtrak System track, at which point it turns in a southwest direction to an intersection with existing Stony Run Road approximately 0.4 mile west of Maryland 170.

Under each of the above alternatives, existing Stony Run Road would be barricaded at the railroad crossing, with a cul-de-sac constructed on the west side of the tracks.

The "No-Build" Alternative - would simply barricade Stony Run Road at the railroad. This would require all highway traffic to detour to adjacent railroad crossings, and would divert large numbers of vehicles to Dorsey Road.

(5) Selected Alternative

Alternative A has been selected for the replacement of the Stony Run grade crossing. The approximately 0.85 mile long alternative encompasses an overpass of both the railroad and Fort Meade Road, with a loop on what is presently Baltimore-Washington Airport property. Alternative A could serve as an extension of Hanover Road to the airport, although the linking section of Hanover Road between existing Stony Run Road and Ridge Road has not been programmed by Anne Arundel County.

Dualization of Fort Meade Road is under study by the State Highway Administration. The loop arrangement at Fort Meade Road will provide the potential for greater traffic capacity than the "tee" intersections as provided by Alternatives B and C, since slip ramps can be constructed between Fort Meade Road and the railroad to provide a complete interchange, should future traffic volumes warrant one.

The connection of Alternative A to Fort Meade Road is compatible with planning now underway for that facility. Alternatives B and C are not readily adaptable to the reconstruction of Maryland 170 because complications with

access to Westinghouse and the proximity to the proposed Amtrak Station entrance.

(6) Summary of Negative Declaration

1. Socio-economic: The project alignment will not adversely affect the social or economic well-being of the Stony Run Road community to any extent. Direct access from this community to two of the area's major employers and to shopping areas to the northeast will only be slightly changed.

2. Aesthetic: The major portion of the project will be constructed in presently wooded sections. The bridge over Maryland 170 and Amtrak will be the most prominent feature affecting the landscape and will be designed to blend with other facilities located in the area.

3. Noise: The implementation of the project will have a positive effect on the houses bordering Stony Run Road because through traffic will be removed from the existing roadway.

4. Water Quality: Standard methods of erosion control will be used during and after construction. The project will not significantly affect water quality.

5. Biota: An uncommon herb, swamp pink (Helonias Bullata) grows in the areas of the loop on this project.

6. Emergency Protection: Minimal changes in present patterns of operation will be required.

7. Property Values: Will not be affected directly.

8. Education: Minor changes in bus routings will be required.

9. Safety: Elimination of the railroad grade crossing will improve safety aspects for both the motorist and railroad.

PURPOSE OF THE PROJECT

The Federal Highway Act of 1970, Section 205(a), provides for a demonstration project for the elimination of all public ground-level, rail-highway crossings along the routes of Amtrak's "Metroliner" high speed train service on the Amtrak System between Washington, D.C. and Boston, Massachusetts. The proposed project being considered in this document, Stony Run Road, presently crosses three mainline tracks of the Amtrak System. The purpose of this project is to replace the existing at-grade crossing with an overpass structure over the high-speed line of the Amtrak System and to construct related approach roadways.

The incidence of fatalities at railroad-highway at-grade crossings is well documented. It is the intention of the Federal Highway Administration to eliminate such crossings for greater safety and also in order that the speeds of Metroliner inter-urban trains can be increased for greater efficiency and public appeal. The State Highway Administration is equally in favor of eliminating these crossings because of the safety considerations.

In order to eliminate the at-grade crossing, it was deemed necessary to provide a new means of access from the Stony Run Road-Ridge Road area to Fort Meade Road and points east and north, as other existing facilities are inadequate. The project alignment accomplishes this purpose.

LOCATION OF PROJECT

In Anne Arundel County, Maryland, an existing at-grade intersection with the Amtrak Metroliner tracks occurs on Stony Run Road, about 500 feet west of its

intersections with Fort Meade Road (Maryland 170). Stony Run Road connects to Fort Meade Road about one mile south of the Maryland 46 interchange with Maryland 170. (See Figures 1 and 5).

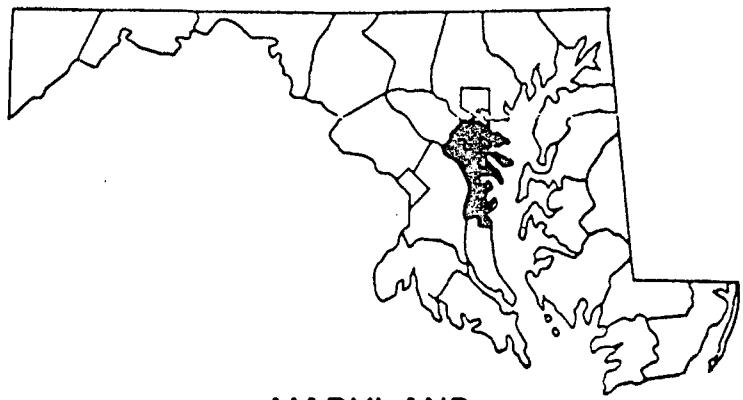
Stony Run Road intersects Maryland 170, a major north-south highway, in a "T" intersection. Stony Run Road extends in a westerly direction from the intersection to Ridge Road. Westinghouse Defense and Electronics System maintains extensive facilities on the eastern side of Maryland 170 opposite the Stony Run Road intersection. There are several parking lots on the western side of Maryland 170 to the north of Stony Run Road. Those lots extend to the west to the Amtrak right-of-way. The State of Maryland, through its State Aviation Administration, owns and operates the Baltimore-Washington International Airport located to the southeast of the Westinghouse property and to the east of Maryland 170.

The existing grade crossing of the railroad and Stony Run Road is protected by flashing red signals and a bell which sounds when trains are approaching. Approximately 380 passenger trains use the crossing weekly at speeds up to 105 mph. In addition, there are approximately 200 freight trains a week traveling up to 50 mph.

The hazard ranking of the crossing is "10". This number represents the relative hazard of the crossing in comparison to the other crossings of the Amtrak Railroad in Maryland. No. 1 is the most hazardous and No. 15 is the least hazardous.

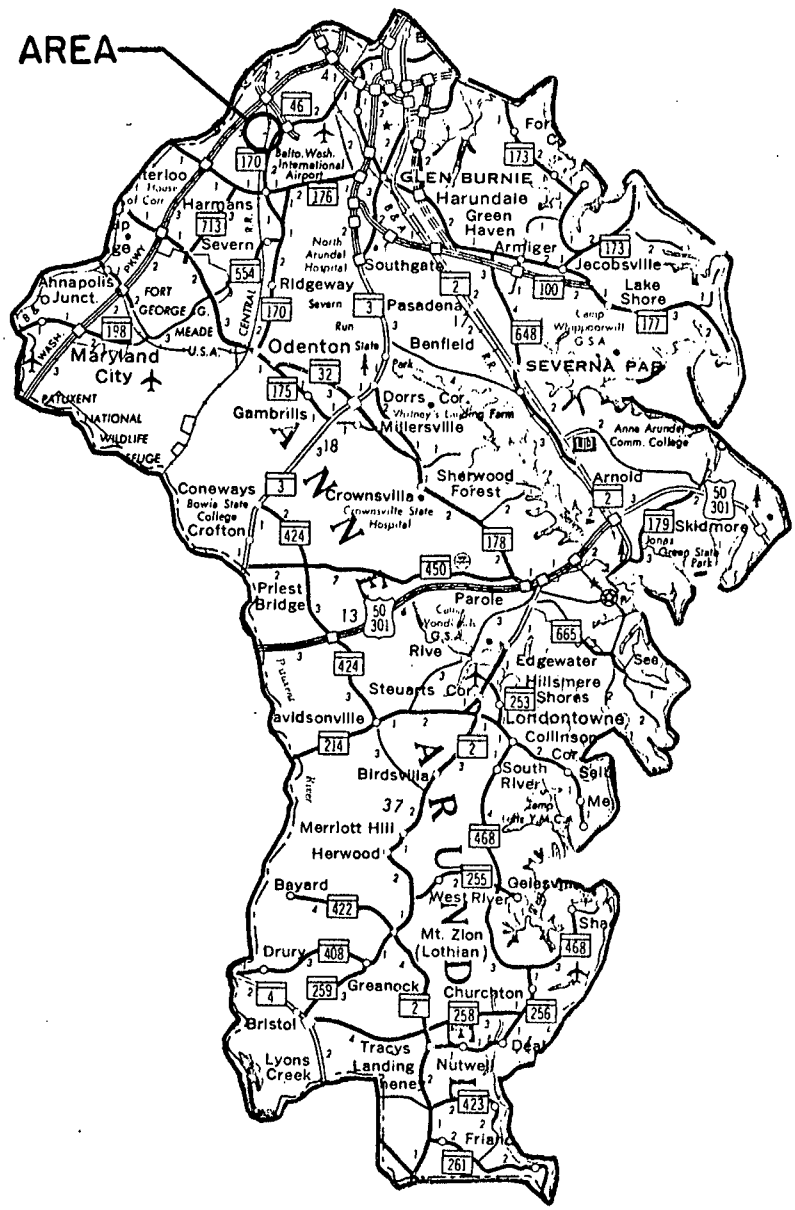
Stony Run Road, immediately west of the railroad, crosses nearby Stony Run and then traverses a small development of individual homes of 1 1/2 and 2 stories on properties roughly one-half to one acre in size. Most of these homes are well maintained and several are new. The areas north and south of Stony Run Road in the

KEY MAP



MARYLAND

STUDY AREA



ANNE ARUNDEL COUNTY

SCALE: 1 INCH = 6 MILES

VICINITY MAP

FIG. 1

vicinity of the railroad are wooded. The area bounded by Stony Run Road to the west, the Amtrak System tracks to the east, and Stony Run Road to the north is also wooded. The area to the south of Stony Run Road and between the railroad and Maryland 170 is sparsely covered with scrub pines and brush. The proposed zoning for the area is shown on Figure 2.

EXISTING CONDITIONS - GEOLOGY AND TERRAIN

The terrain varies from level to gently sloping and is located in the Coastal Plain Province. Elevations for the subject project range from approximately 50 to 150 feet above sea level. Generally, existing slopes are within a range of 0 to 10%.

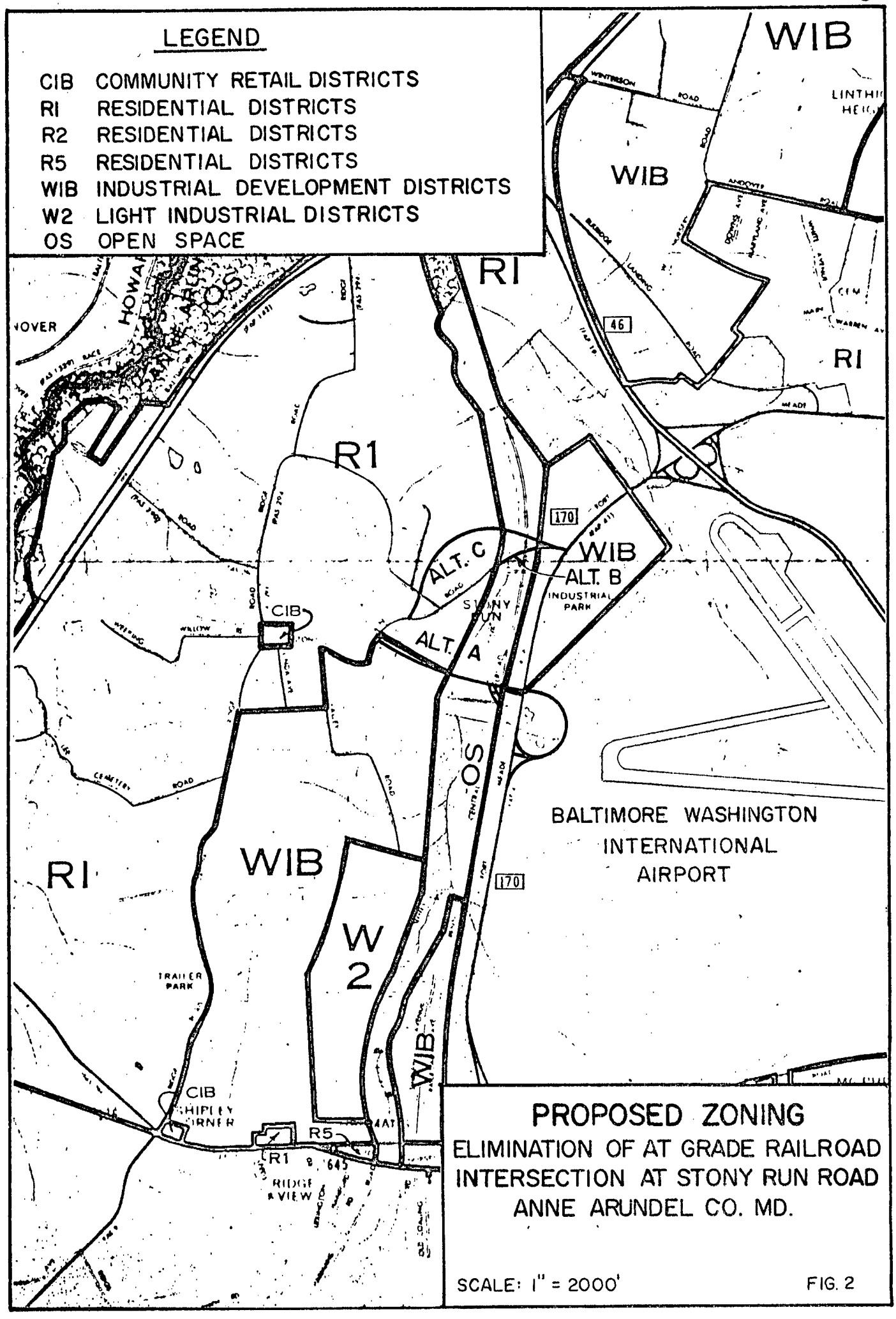
Depths to rock are undetermined but are very great within the Coastal Plain Physiographic Province. The unconsolidated sedimentary materials are composed predominantly of clays, sands, gravels and large cobbles. Power equipment should be sufficient to meet excavation needs.

Soil characteristics do not apply for cut and fill land due to prior severe disturbance or alteration by machines. Identification by soil series is not possible. The following conditions apply:

(1) Upland areas are predominantly loams, loamy sands and gravelly sandy loams.

(2) Floodplains are predominantly silt loams.

(3) Potential susceptibility to frost action throughout the contract area is low to high.



PROPOSED ZONING

ELIMINATION OF AT GRADE RAILROAD INTERSECTION AT STONY RUN ROAD
ANNE ARUNDEL CO. MD.

SCALE: 1" = 2000'

FIG. 2

(4) Potential for water erosion throughout the contract area is low to high except in cut and fill areas where potential is very high. Wind erosion potential in this area is low to moderate.

(5) Surface drainage in upland areas is good to fair, while surface drainage in floodplains is fair to very poor. Subsurface drainage in upland areas is good to poor, while subsurface drainage in floodplains is poor to very poor.

Groundwater depths given are to seasonally high water, usually occurring in early spring. In upland areas, these depths are 1.5 feet or more, while in floodplains, the groundwater depth varies from 0.0 to 1.0 foot. Major water problems may be encountered in upland areas where the water table is 5.0 feet or less below the surface, in upland depressions and in floodplains of perennial and intermittent streams.

Stony Run flows through the project area at an estimated rate of 4,300 cubic feet per second for the 100-year storm frequency at Stony Run Road. The Amtrak System tracks, which run in a north-south direction, are on a roadbed elevated an average of four feet above ground level in the vicinity of the existing at-grade crossing of Stony Run Road. The railroad presently has three tracks along this roadbed, with plans for a fourth.

DESCRIPTION OF PROJECT

The objective of this project is to provide access for local residents equivalent to that lost by the elimination of a highly undesirable at-grade crossing of the Amtrak

Metroliner tracks at Stony Run Road. This access is to be accomplished in such a way that it will be compatible with other local road planning by Anne Arundel County and the State of Maryland. The project alignment extends from Fort Meade Road westward to a point on existing Stony Run Road. Consideration was given to tying into Anne Arundel County's proposed Relocated Ridge Road, now under design and programmed for fiscal year 1978, and into Hanover Road Extended, which has been proposed but not programmed by Anne Arundel County. The alignment is in no way dependent on the construction of either of these facilities.

The alignment runs through undeveloped land, generally wooded or with heavy brush. It is advantageously located on the boundary of industrial and residential lands. The project is consistent with the Anne Arundel County Master Plan.

The geometric design requirements for the project are responsive to traffic needs to provide safe and efficient service. The geometric design standards are in substantial conformity with the 1974 AASHTO edition of "A Policy On Geometric Design of Rural Highways".

The following design criteria will be adhered to:

Design Speed:	50 Miles per hour except 40 miles per hour on loop
Grades:	5.0 percent maximum 0.5 percent minimum
Horizontal Curvature:	500 foot minimum
Stopping Sight Distance:	350 foot minimum @ 50 mph 275 foot minimum @ 40 mph

Right of Way: Minimum 80'

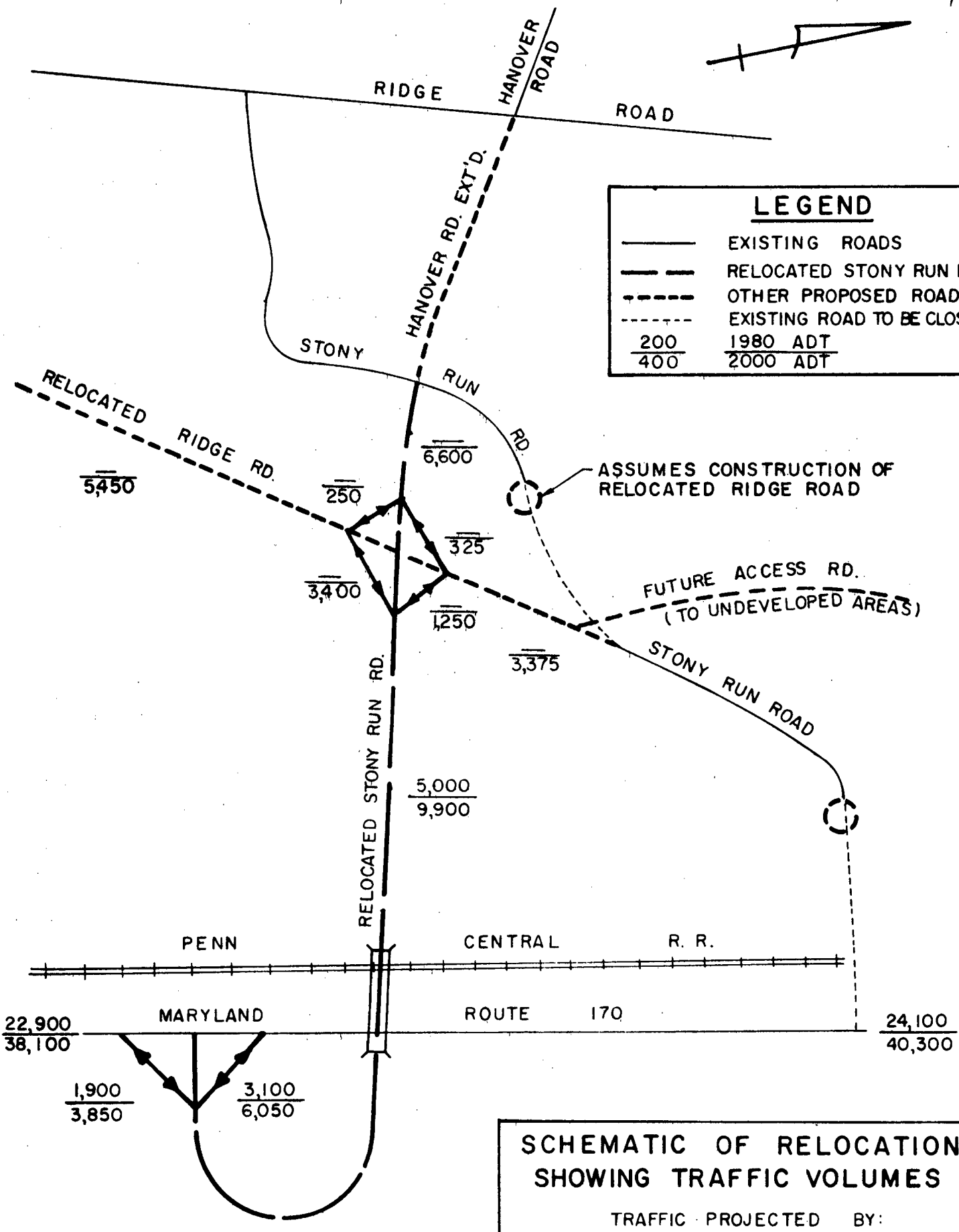
Permanent Easement: Variable as required

The alignment at the Amtrak right-of-way will be established to provide a minimum horizontal distance of 25 feet between the bridge and the railroad's catenary towers which support their electrification system. No control of access will be provided, except at the intersection of the proposed construction with Fort Meade Road.

Traffic data for the various roadways in the vicinity of the project are shown in Figure 3. The estimated traffic on Stony Run Road for the years 1976, 1980, and 2000 are 4,100 VPD, 5,000 VPD, and 9,900 VPD, respectively.

Data to extrapolate the average daily volumes follows:

Stony Run Road	1976 & 1980	2000
a. Design hour volume (% of A.D.T.)	12%	11%
b. Directional distributions	60%	60%
c. Percentage of trucks:		
(1) ADT	2%	2%
(2) DHV	1%	1%
d. Vehicle operating speeds:		
(1) Line segment	35 mph	35 mph
(2) Intersection area	15 mph	15 mph
(3) Ramps	15 mph	15 mph
Maryland 170		
a. Design hour volume (% of A.D.T.)	12%	11%
b. Directional distribution	65%	65%



SCHEMATIC OF RELOCATION SHOWING TRAFFIC VOLUMES

TRAFFIC PROJECTED BY:

TRAFFIC PLANNING SECTION
BUREAU OF TRAFFIC ENGINEERING
MD. STATE HIGHWAY ADMINISTRATION

FIG. 3

c. Percentage of trucks:

(1)	ADT	4%	4%
(2)	DHV	2%	2%

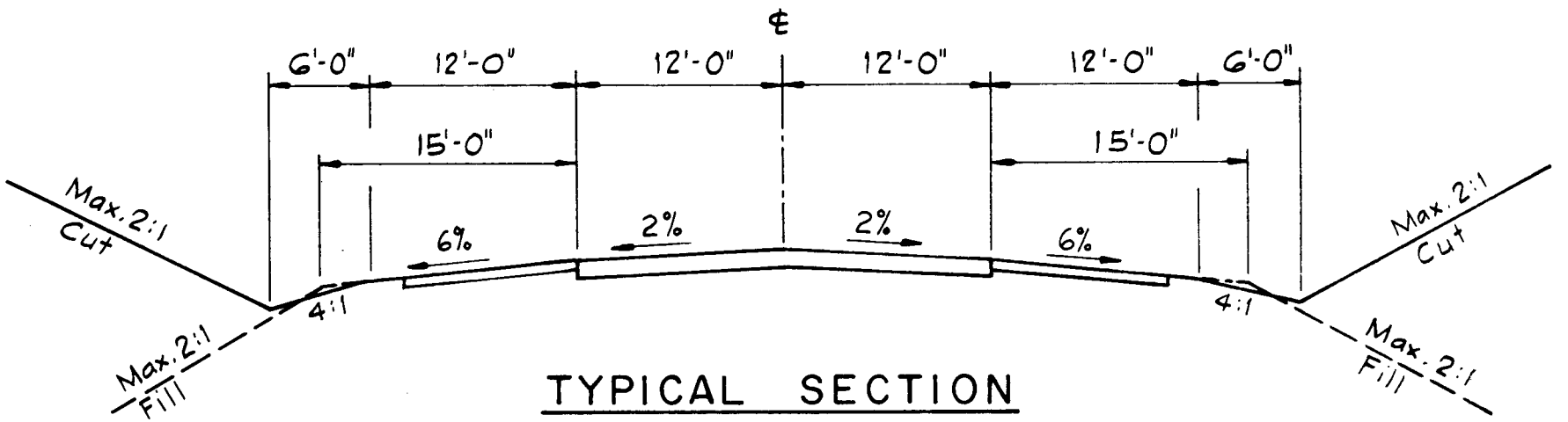
The Maryland 170- Relocated Stony Run Road intersection will be operating under Level "D" conditions, approaching unstable flow, when the 2000 design year volumes are reached, assuming a six-lane Maryland 170. For the project, a "jug handle"; i.e., a right turn lane to accommodate left turning traffic off southbound Maryland 170, would be required. Immediate construction will consist of a 24-foot wide roadway with 12-foot shoulders on either side. Ultimate construction required to accomodate traffic in the year 2000 will involve a typical section having a 50-foot curb and gutter street with a sidewalk and utility areas on one side and a bicycle path on the other, situated in a minimum 80-foot right of way. (See Figure 4). Right of way to accomodate the ultimate typical section will be acquired during the initial construction phase.

The typical bridge section will include a 24-foot roadway with 13-foot shoulders each side. In addition, a 5-foot pedestrian walkway on one side and an 8-foot bikeway on the other side will be provided. The proposed cross section of the bridge will be compatible with the ultimate roadway section.

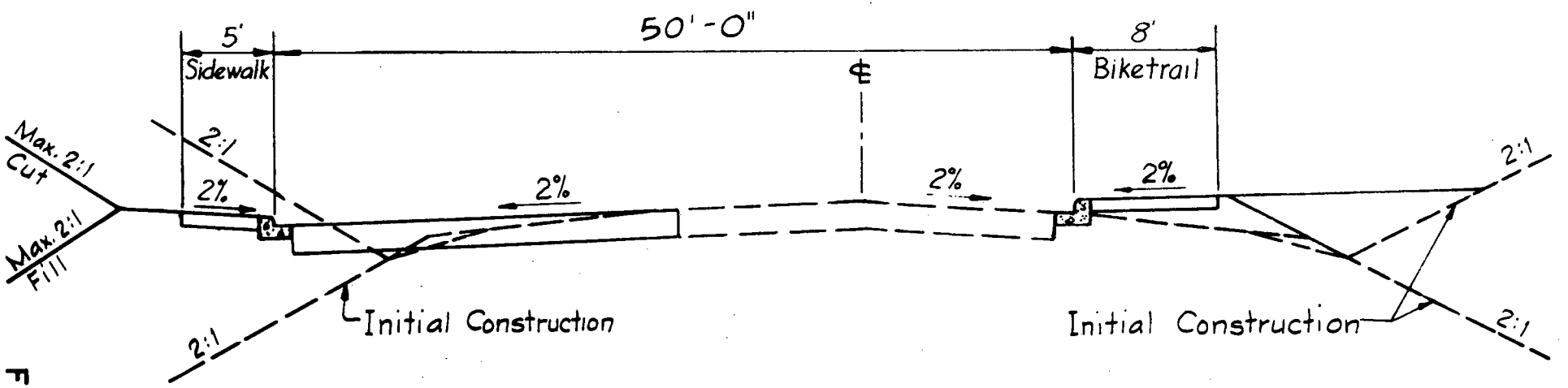
TRANSPORTATION SYSTEMS PLANNED FOR PROJECT AREA

There are several active transportation studies pertaining to highways in the vicinity of Stony Run Road which influence this project.

A study by the State Highway Administration is presently under way for the dualization of Fort Meade Road (Maryland 170). Location approval is anticipated by late 1979. The Consolidated Transportation Program which extends through



TYPICAL SECTION
INITIAL CONSTRUCTION



TYPICAL SECTION
ULTIMATE CONSTRUCTION

FIG. 4

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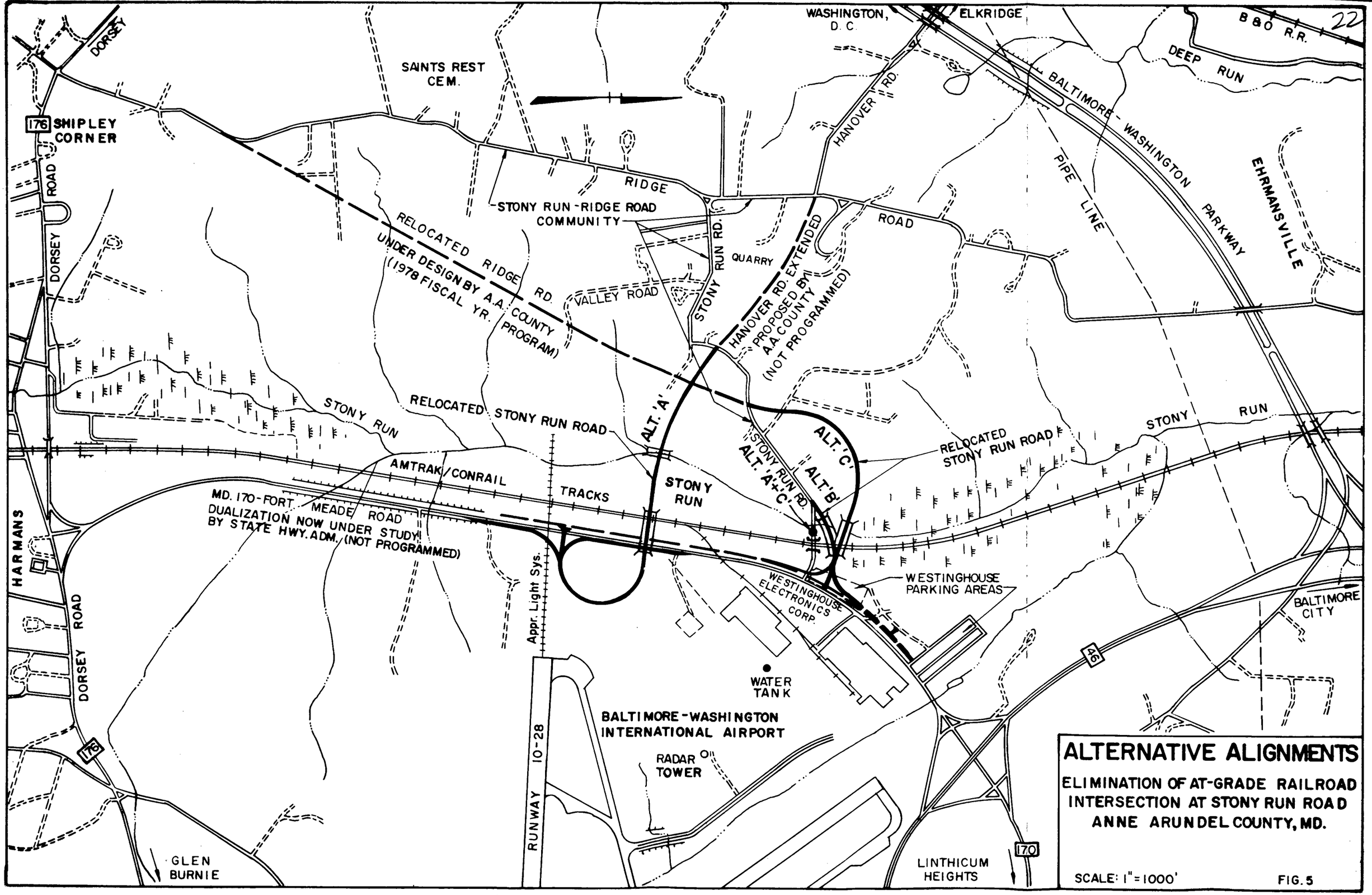


ALTERNATIVE ALIGNMENTS

ELIMINATION OF AT-GRADE RAILROAD INTERSECTION AT STONY RUN ROAD ANNE ARUNDEL COUNTY, MD.

SCALE: 1"=1000'

FIG. 5

1982 anticipates preliminary engineering will begin during the program years with right-of-way acquisition and construction after 1982. Provisions will be made in the design of this project to accommodate the dualization of Maryland 170 and for the construction of interchange ramps should they be required.

The relocation of Ridge Road from Dorsey Road to Stony Run Road is now under design by Anne Arundel County. The facility will be a 50-foot curb-and-gutter street on a 80-foot right of way. Kaiser-Aetna, the owner of a large tract of land which will be traversed by the relocation, is developing an industrial park along the proposed route, and they will be required to construct the approximately 0.6 mile of this project crossing their property. The extensions of this project required to connect to existing Ridge Road to the south and Stony Run Road to the north are programmed by Anne Arundel County for fiscal year 1978.

Existing Hanover Road runs in a northwesterly direction from its intersection with existing Ridge Road, passes under the Baltimore-Washington Parkway and continues into Howard County, where it turns northward and runs into the Elkridge area. The Anne Arundel County Planning Department envisions the extension of Hanover Road in a southeasterly direction from Ridge Road, as indicated on Figure 5. It is not presently programmed and is unlikely to progress to the construction stage unless further development is experienced in the area requiring improvement of the highway system.

DESCRIPTION OF THE SELECTED ALTERNATIVE

The project alignment ties into the northbound lane of Fort Meade Road with a channelized intersection approximately 2,850 feet south of the present Stony Run Road

intersection with Fort Meade Road. (See Figures 5, 6, and 7.) By this plan, the highway leaves the east side of Fort Meade Road, turns 180 degrees and then overpasses Fort Meade Road 950± feet north of the intersection. The 500-foot radius loop is necessary at this location because the railroad tracks and Fort Meade Road are within a few feet in elevation of each other and are only 300 feet apart. A direct tie-in to the west side of Fort Meade Road cannot be made and still obtain the necessary vertical clearance at the railroad tracks.

After overpassing Fort Meade Road, the project overpasses the present alignment of the Amtrak System and Stony Run. The road then continues in a westerly direction along a $1^{\circ}30'$ curve to existing Stony Run Road where it terminates at a "T" intersection. The western terminus is approximately one-half mile west of Maryland 170.

Relocated Ridge Road will cross and connect to the project approximately 500 feet east of the Stony Run Road terminus and extend northward into existing Stony Run Road. The design of the intersection of relocated Ridge Road and the subject project will be developed simultaneously.

The alignment is located along the dividing line between proposed industrial and residential zoning; however, the zoning map for this area has yet to be adopted. Two bridges will be required. One bridge will span Maryland 170 and the Amtrak System railroad and will be approximately 460 feet long. The other bridge will cross Stony Run. The Stony Run bridge will be designed to accomodate a 100 year frequency storm without impacts either upstream or downstream resulting from the design flow.

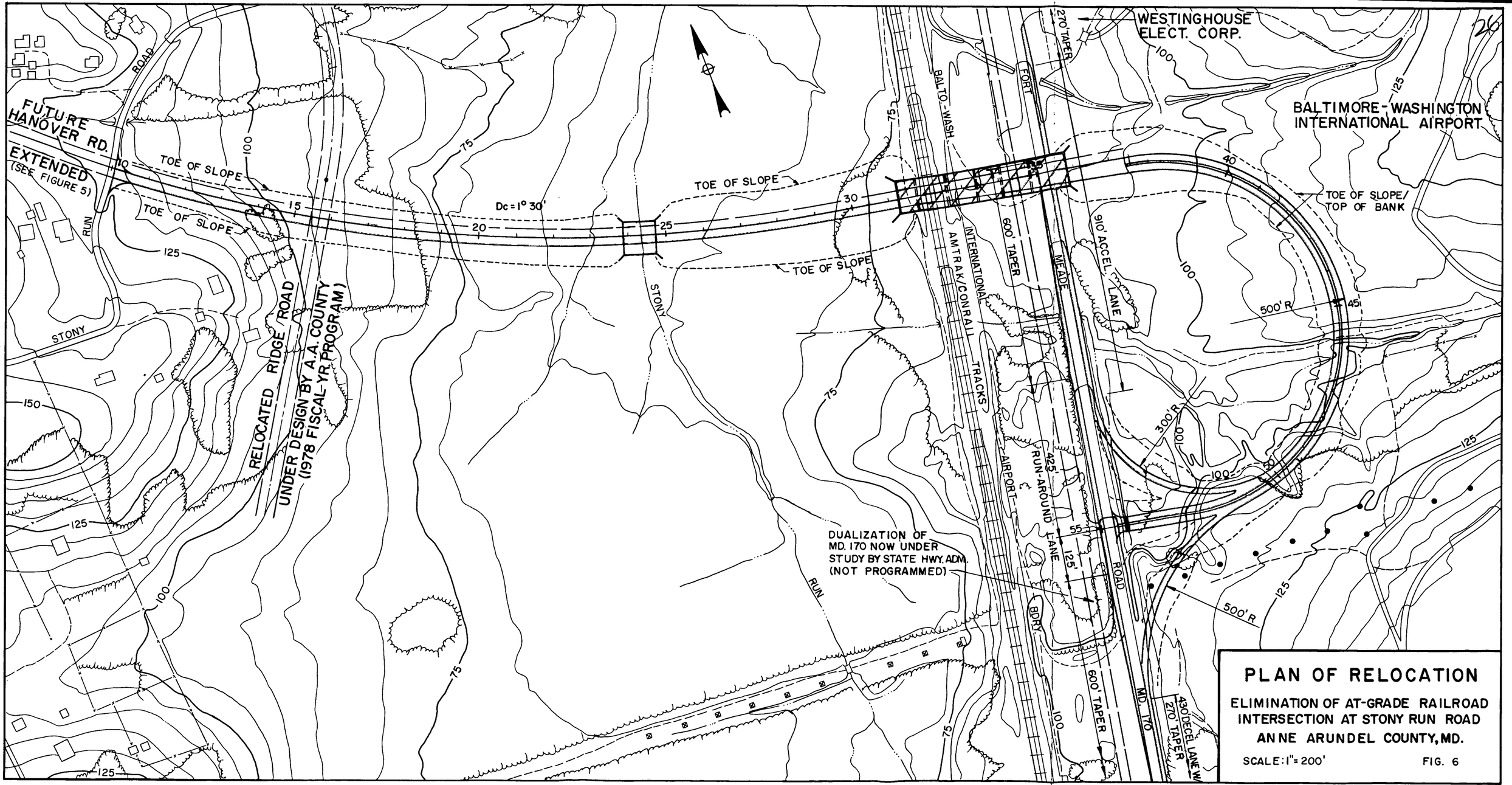
The project will require approximately 150,000 cubic yards of borrow. There is considerable open ground in the vicinity of the project. One of these open parcels containing a hillside will be the best source for this borrow material, as the hillside can be leveled to blend with the topography of the adjacent land.

Chapter 245 of the Acts of 1970 Maryland General Assembly requires construction contractors to obtain permits and approvals from the appropriate public agencies for work such as borrow pits and waste area operations performed outside of construction limits. The permits are predicated on treatment during and after completion of the grading.

The property in the loop area east of Maryland 170 is owned by the Maryland Department of Transportation and is within the boundary controlled by the Baltimore-Washington International Airport facility. The loop encompasses all the frontage along Fort Meade Road and will prohibit direct access to the relatively large parcel of property which will remain after the loop is constructed. Any access to the airport property will have to be by means of a connection to the project.

The loop on the east end of the road can present a safety hazard, particularly to eastbound traffic if speeds in excess of design occur. The speed will be controlled by warning signs with advisory speeds.

A 0.5 mile section of existing Stony Run Road will end in a cul-de-sac at the railroad. Access for emergency vehicles to homes along this dead-end section of Stony Run immediately west of the railroad will be more circuitous if the vehicles approach from or must leave toward the east. School buses will be required to turn around in the cul-de-sac at the end of Stony Run Road or, as an alternative, to stop for

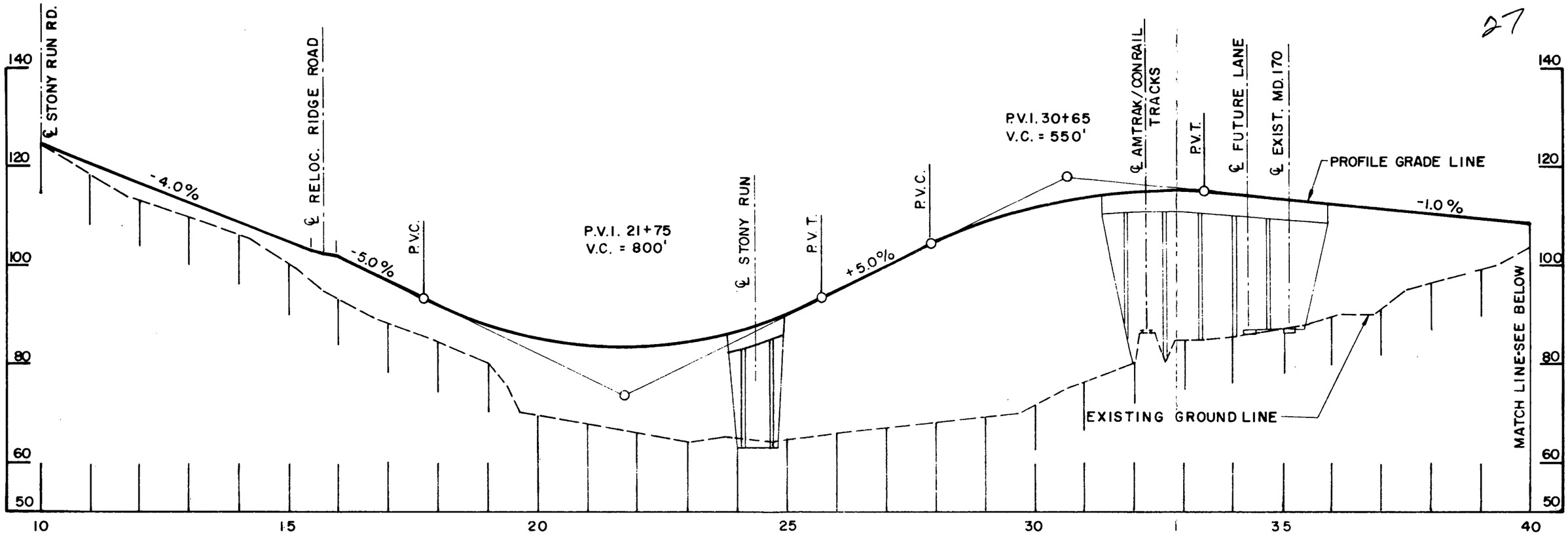


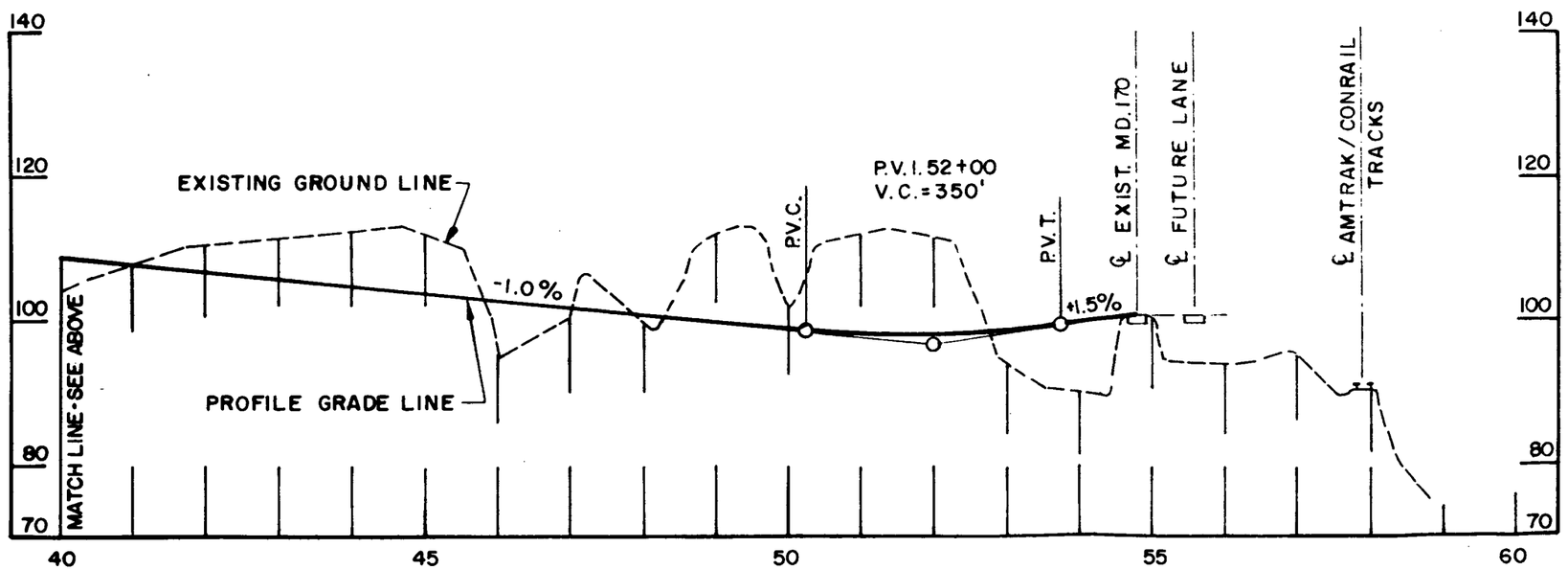
PLAN OF RELOCATION

ELIMINATION OF AT-GRADE RAILROAD
INTERSECTION AT STONY RUN ROAD
ANNE ARUNDEL COUNTY, MD.

SCALE: 1" = 200'

FIG. 6





PROFILE OF RELOCATION

ELIMINATION OF AT-GRADE RAILROAD INTERSECTION AT STONY RUN ROAD
ANNE ARUNDEL COUNTY, MD.

SCALE: HOR. 1" = 200'
VERT. 1" = 20'

FIG. 7

RELOCATION ALTERNATIVE	STREAM CROSSINGS	MAJOR DRAINAGE STRUCTURES	GRADE SEPARATION STRUCTURES	RIGHT OF WAY REQUIREMENTS	RIGHT OF WAY COSTS	DWELLINGS TO BE RAZED	LENGTH	TOTAL CONSTRUCTION COST
A	1	1	1	9.7 Ac. Total *	$ 325,000 *	None	0.85 Mile	$ 3,761,200
B	1	0 (COMBINED W/GRADE SEPARATION STRUC.)	1	6.4 Ac. Total	$ 315,000	None	0.21 Mile	$ 2,218,000
C	1	0 (COMBINED W/GRADE SEPARATION STRUC.)	1	12.5 Ac. Total	$ 520,000	None	0.61 Mile	$ 2,215,000
D	1 (EXISTING)	1 (EXISTING)	0	None	0	None	0	Negligible

* THIS COST DOES NOT REFLECT THE R/W COSTS FOR THE AREA EAST OF FORT MEADE ROAD INVOLVED IN THE LOOP. THIS 18.7 ACRE AREA IS PRESENTLY OWNED BY THE STATE OF MARYLAND FOR THE BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT.

COMPARISON OF ALTERNATIVES

ELIMINATION OF AT-GRADE RAILROAD INTERSECTION AT STONY RUN ROAD
ANNE ARUNDEL COUNTY, MD.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TABLE-8

passenger pickups at the intersection of existing Stony Run Road with the new construction.

The project crosses relatively flat, sandy ground that is primarily wooded. The estimated engineering and construction cost for the eight-tenths of a mile of roadway and bridges is $3,761,200. Approximately 9.7 acres of right of way will be required from Stony Run Road to Fort Meade Road at an estimated cost of $325,000. An additional 18.7 acres of right of way will be required for the loop on the east side of Fort Meade Road from property already owned by the State of Maryland Department of Transportation. No value has been placed on the State property. No homes or businesses will be affected.

JUSTIFICATION FOR SELECTION OF ALTERNATIVE A

Table 8 is a comparison of the alternatives under consideration. The selection of Alternative A for the construction of the project is based on a number of factors as follows:

1. Alternative A is compatible with all plans for the dualization of Maryland 170 now under consideration whereas the other Build alternatives are not readily adaptable because of complications with access to Westinghouse and the proximity to the proposed Amtrak Station entrance.

2. Anne Arundel County favors Alternative A.

3. Westinghouse Corporation and Kaiser-Aetna, major employers in the area, favor Alternative A.

4. The Harmans Civic Association and the Linthicum/Shipley Association, Inc., both favor Alternative A based on a vote taken at meetings of their organizations prior to the Public Hearing.

SOCIAL, AESTHETIC, AND ECONOMIC EFFECTS

The Stony Run-Ridge Road community lies completely to the west of the Amtrak System tracks. (See Figure 5.). Construction of the project would have no adverse effects on the internal operations of this neighborhood or the local or neighborhood economy.

There is no known adverse impact on any minority group resulting from the construction of this project.

The project will not adversely affect the local economy. Access to Baltimore-Washington International Airport and Westinghouse Electronics, two of the areas largest employers, will be continued. There are no homes or businesses required for right of way. Access to the few local businesses in the vicinity of the intersection of Stony Run Road and Ridge Road will not be significantly affected. The increased trip length to areas along Stony Run Road immediately west of the railroad will be 1-1/2 miles. The No-Build Alternative would add five miles to the trip length.

An overpass is not as aesthetically pleasing as an at-grade roadway; however, as it is the intent of this project to eliminate the railroad grade crossing, due consideration will be given to the architectural treatment of the bridge so as not to detract from the visual quality of the area. All precautions will be taken to preserve existing trees wherever possible.

There are no sites of any historical significance within the project area according to a letter dated January 23, 1975, from the Maryland Historical Trust. This letter can be found in the correspondence section of this report.

Mr. Tyler Bastian, State Archaeologist, made a brief field reconnaissance of the project site and found no archaeological remains. According to his letter of July 15, 1975, if, during construction of the project any sites are discovered, salvage procedures will be employed in accordance with the applicable Federal regulations.

Relocation of public and private utilities such as sanitary sewers, telephone cables, gas mains, electric lines, etc., if required, will be made with minimal inconvenience to the public. Also, relocations and adjustments will be made during off-peak hours when possible. Utilities will be installed at their new or temporary locations prior to curtailing existing services.

A Section 4(f) Statement is not required for this project as the action does not affect the use of publicly-owned lands in parks, recreation areas, wildlife preserves or historic sites of national, state, or local significance.

AIR QUALITY *

The microscale study of the proposed project analyzed the concentrations of carbon monoxide which will occur adjacent to the line segment of Stony Run Road

* Refer to Air Quality Analysis Report for the subject project, prepared by the State Highway Administration Bureau of Landscape Architecture, available at State Highway Administration offices.

and at the intersection of relocated Stony Run Road and Maryland 170. The analysis of the line segment and receptor adjacent to the intersection indicated that carbon monoxide levels in the completion year and the design year will be well below the State and Federal one-hour and eight-hour A.A.Q.S. with slightly lower concentrations occurring in the design year due to the effect of the Federal Motor Vehicle Emission Control Program. The National Ambient Air Quality Standards for Carbon Monoxide which are identical to Maryland State standards are as follows:

Pollutant	Levels not to be exceeded		Averaging period
Carbon Monoxide	40 mg/m^3 **	35 ppm **	1 hour
	10 mg/m^3 **	9 ppm **	8 hour

Estimated levels of Carbon Monoxide at selected sites resulting from the micro-scale analysis are:

Carbon Monoxide: One-hour average (ppm)

	1979	1999
Intersection of Project and Maryland 170	14.5	12.1
Receptor at Edge of ROW of Stony Run Road	11.5	11.0

Carbon Monoxide: Eight-hour average (ppm)

Intersection of Project and Maryland 170	6.8	6.1
Receptor at Edge of ROW of Stony Run Road	6.0	6.0

** Not to be exceeded more than once each year.

An analysis was made of the pollutant loading which will be generated by this facility. It was determined that the quantity of pollutants generated in the design year will be significantly less than that generated in the completion year due to the effect of the Federal Motor Vehicle Emission Control Program.

As the subject project is located within the Metropolitan Baltimore Intrastate AQCR, it is necessary to evaluate three characteristics of the proposed facility when determining consistency with the State Implementation Plan: microscale carbon monoxide levels, construction impact, and the effect on regional VMT.

The project Air Quality Analysis assessed the microscale carbon monoxide impact of the facility. This analysis determined that no violation of State or Federal Ambient Air Quality Standards for carbon monoxide will occur adjacent to the project during the completion and design year. As a result of this conclusion, the project is consistent with this aspect of the State Implementation Plan.

The consistency of the project in relation to construction activities was addressed through consultation with the Maryland Bureau of Air Quality and Noise Control. The State Highway Administration has established Specifications of Materials, Highways, Bridges, and Incidental Structures which specify procedures to be followed by contractors involved in State work. The Maryland Bureau of Air Quality and Noise Control has reviewed these specifications and has found them consistent with the Regulations Governing the Control of Air Pollution in the State of Maryland.

The impact of the project on regional VMT must be evaluated due to the effect the project may have on the ambient air quality of the total region and due to the fact

that the Baltimore Metropolitan Interstate AQCR contains VMT reduction measures. The control strategies in the State Implementation Plan compensate for normal growth of area VMT, but do not allow for the VMT increase which will accompany an additional major highway corridor. As the subject project may be regarded as minor in relationship to the regional network, it may be considered to be not inconsistent with the State Implementation Plan.

NOISE *

Three noise sensitive areas have been identified. These are all residential areas located along existing Stony Run Road. The first area includes twelve single family residences, some within fifty feetof the existing roadway. Ambient L_{10} noise levels during peak hour periods are 65 dBA. The second area is opposite the first area and includes four signle family residences. Ambient L_{10} noise levels are also 65 dBA. The third area is a single residential structure south of the second area along existing Stony Run Road. Ambient L_{10} noise levels of 64 dBA occur at this receptor.

The ambient noise environment consists of traffic noise from Stony Run Road, occasional railroad noise and airplane noise from Baltimore-Washington International Airport.

No noise sensitive areas exist in the immediate area of the project, thus there will be no adverse impacts at sensitive receptors. The following noise levels can

* Refer to Noise Report on subject project prepared by the State Highway Administration Bureau of Landscape Architecture, available at the State Highway Administration offices.

be expected. These levels assume an at-grade roadway section with no adjacent attentuating features. Areas where vegetation, or cuts or fills would occur, can be expected to have lower noise levels than those shown.

Distance	L_{10}
50'	70 dBA
100'	66 dBA
200'	61 dBA

Construction Noise

During the construction phases of this project, noise generated by construction equipment will impact noise sensitive areas previously discussed. Information regarding estimation of the degree of impact is unavailable. There will be an unavoidable period of annoyance for the duration of the construction of the project.

Impact Upon Undeveloped Lands

As previously mentioned, areas along the Project Route are presently undeveloped and can be expected to be impacted in the year 2000 by the noise levels shown above. Federal Highway Administration design noise levels will not be exceeded for these areas of undeveloped lands.

Noise projection information has been coordinated with local officials.

WATER QUALITY

The project is contained within the Stony Run Drainage Basin. Stony Run is a tributary to the Patapsco River and has been classified by the Maryland Water Resources Administration as Class 1 waters suitable for water contact and recreation.

The major tributaries of the Patapsco River, including Stony Run, were investigated for existing water quality in 1968. Stony Run was found to have good water quality and all Maryland Standards were in compliance. Two sewage plants, Koppers and Severn Elementary School, are located on Stony Run.

The Department of Natural Resources has expressed concern over the possibility of sediment being released from the construction area into Stony Run since tributary streams of Stony Run have already been severely stressed by sedimentation caused by past construction and urbanization. Construction permits will be required for the crossing of Stony Run from the Water Resources Administration and the Corps of Engineers.

Standard methods of erosion control as adopted by the Maryland State Highway Administration, including paved ditches, protective covering, erosion control stone, riprap, straw bales and revegetation of disturbed areas, will be utilized for this project. Provisions will be incorporated in the design of the project for effective drainage control of the surface and subsurface water. Such controls will include, but will not be limited to, vertical grade adjustments, pipe and shoulder drains, pervious drainage mediums, spring controls, and well and drainage field adjustments or relocations. Approval of the sediment control plan will be required from the Maryland Department of Natural Resources.

PLANTS AND WILDLIFE

An uncommon herb, swamp pink (Helonias Bullata) grows in the area of the loop located east of Fort Meade Road. The earthwork operations necessary for the roadway

construction will wipe out most, if not all, of the growth in this area. The plant is not on any endangered species list, however, as it is likely to be found in other areas of the state, although it is not a common plant.

Wildlife will not be significantly affected by the construction.

Approximately 26 acres of woodland and 2.5 acres of open land will be affected by the project.

BASIS FOR NEGATIVE DECLARATION

In view of the evaluation of the safety benefits of the project versus the effects that construction and use of such a project will have upon local residents and the environment, and in accordance with Volume 7, Chapter 7, Section 2, Paragraph 12 of the Federal Air Highway Program Manual, Transmittal 107, this project will not have a significant impact upon the quality of the human environment and, therefore, qualifies for submission as a Negative Declaration in lieu of an Environmental Impact Statement.

INFORMATIONAL MEETING AND PUBLIC HEARING

A Location Information Meeting for the proposed project was held on August 22, 1977 at the Harmans Elementary School, located on Ridge Chapel Road in Anne Arundel County. The meeting was conducted to apprise the public of location features of eliminating the existing ground-level rail-highway crossing of the high-speed Amtrak line at Stony Run Road. The Information Meeting was conducted by the State Highway Administration, Maryland Department of Transportation.

Only a few comments were made by the general public. Presidents of several building associations said they would canvas their membership regarding the alternatives and make a formal statement at the forthcoming Hearing.

The Public Hearing was conducted on September 19, 1977 at the Harmans Elementary School located on Ridge Chapel Road in Anne Arundel County. The Hearing was conducted in accordance with the U. S. Department of Transportation, Federal Highway Administration, Federal Aid Highway Program Manual, Volume 7, Section 5, Transmittal 107, dated December 30, 1974, and pursuant to Article 41 - Section 208E of the Annotated Code of Maryland (1974 Supplement). The Public Hearing was held to review the features of, and to record official public comments on, the elimination of the existing ground-level rail-highway crossing of the high-speed Amtrak line at Stony Run Road. The views expressed at the Public Hearing as well as those responses received after the Hearing have been made a part of the official records of the project. Speakers included:

Mr. John Lansinger, Project Manager of Kaiser-Aetna, developers of a tract of land along Relocated Ridge Road who went on record as favoring Alternative A and strongly urged that the construction be given priority scheduling.

Mr. C. C. Pruet, Director of State and Local Relations for Westinghouse, endorsed Alternative A as he felt the other alternatives would be extremely dangerous for Westinghouse employees.

Mr. Thomas Dixon, President of the Harmons Civic Association, stated his association has taken a ballot vote and it was unanimous in support of Alternative A.

Mr. Donald C. Muchow of the Linthicum-Shipley Improvement Association, Incorporated said that his association voted to support the Harmons Improvement Association in their approval of Alternative A.

APPENDIX A

CONCURRING STATEMENTS

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Anne Arundel County

Office of Planning & Zoning

Annapolis, Maryland 21404

June 13, 1972

Mr. J. L. White, Chief
Bureau of Planning
State Highway Administration
P. O. Box #717
Baltimore, Maryland 21203

Re: Stony Run Road Grade Crossing & Hanover Road

Dear Jerry:

Anne Arundel County's Capital Improvement Program includes the extension of Hanover Road to Fort Meade Road, overpassing the Pennsylvania Railroad. As you know, the State also has plans for eliminating the grade crossing at Stony Run Road. It is our proposal to combine the resources for these projects, as well as coordinating them with the programmed reconstruction of Fort Meade Road, to create a road network that is consistant with long range, as well as immediate, needs.

The extension of Hanover Road would be necessary for your long range plans to provide an interchange with the Baltimore-Washington Parkway at Hanover Road. To build another overpass at Stony Run Road would jeopardize plans for Hanover Road and orient more traffic through an existing residential area along existing Stony Run Road.

Copies of a preliminary location study, with plans and profiles, are enclosed for your review and comments. The recommended realignment of Fort Meade Road should be considered as an alternative based on relative cost comparisons between extending the overpass bridge to clear the existing highway or relocating the road for approximately 3800 feet. Does the currently programmed reconstruction of Fort Meade Road, Md. Route 170, plan to utilize the existing two lane road as part of the ultimate six lanes or will it be removed and reconstructed? This would appear to be a key factor in determining relative costs.

If the relocation is an acceptable alternative, then we would request that the affected segment of Md. Route 170 be moved up in the State's Five Year Construction Program to coordinate the construction time with the Hanover Road extension.

It is reasonable to assume that the 90% Federal share of replacing the Stoney Run Road grade crossing, could be applied to the Hanover Road overpass in a comprehensively planned solution to transportation problems rather than have each agency move independently.

Mr. Al Grubb, Assistant Chief Engineer of the State Highway Administration, has indicated that his department is anxious for aneearly solution to this problem and that he has already obtained tentative federal approval for the project. We will do everything possible to help expedite the necessary coordination.

If you need any further information, I would be pleased to forward it to you or meet with you upon your request.

Sincerely yours,

Roland Davis

Roland Davis
Senior Transportatiom Planner

RD:asm
cc: Mr. Al Grubb, Asst. Ch. Engr.

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FRIENDSHIP INTERNATIONAL AIRPORT AUTHORITY

Administrative Offices • Second Floor Terminal Building
Friendship International Airport
Baltimore, Maryland 21240
TELEPHONE (301) 761-7100

July 10, 1972

P.Z.
P.W.M.

Mrs. Marion J. McCoy
Planning & Zoning Officer
Anne Arundel County
Office of Planning & Zoning
Annapolis, Maryland 21404

Dear Mrs. McCoy:

Subject: File No. 7223
Extension of Hanover Road
to Fort Meade Road

In response to your request dated June 15, 1972, we have reviewed the proposed plans of the subject project and can foresee no conflict with your proposed road project and the future development of Friendship International Airport.

Very truly yours,

John F. R. Scott, Jr.
Executive Director

cc: Roland Davis,
Planning & Zoning Ofc., AA Co.

JFRS, Jr:RFC:mec

July 12, 1972

Mr. J.L. White, Chief
Bureau of Planning
State Highway Administration
PO Box 717
Baltimore, Maryland 21203

Re: Stoney Run Grade Crossing
and Hanover Road Extended

Dear Jerry:

Attached herewith is a copy of a reply from Friendship Airport regarding the subject plans. Copies of the same study plans were sent to your office on June 13, 1972

Mr. Scott, the Executive Director of Friendship Airport, sees no conflict between the proposed Hanover Road project and the future development of Friendship.

We have not yet received comments from the Air Traffic Branch of FAA, which is now located in New York, but a telephone inquiry to their Falls Church Office revealed that the plan was under review. Mr. Durham of the Friendship Airport Engineering Office, said that he saw no reason why the F.A.A. would object to the plan.

We would appreciate comments from the State Highway Administration on the coordination of the Hanover Road project with Md. Rt 170.

Sincerely yours,

Roland Davis

Roland Davis
Senior Transportation Planner

RD/bac

Response: Plan referred to is Alternative A

cc: Ms Nancy Knipple, Bridge Design Section

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Airspace & Procedures Branch, EA-530
Federal Aviation Administration
Eastern Region, Federal Building
J. E. Kennedy Int'l. Airport
Jamaica, New York 11430

IN REPLY REFER TO
AERONAUTICAL STUDY
NO 72-EA-487-OE

ACKNOWLEDGMENT OF NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

SPONSOR	Anne Arundel County Office of Planning and Zoning Annapolis, Maryland 21204	CONSTRUCTION LOCATION PLACE NAME	Baltimore, Maryland
		LATITUDE	as shown
		LONGITUDE	on chart
CONSTRUCTION PROPOSED	DESCRIPTION Highway Overpass	HEIGHT (IN FEET) ABOVE GROUND	-
		ABOVE M.S.L.	114.5

The Federal Aviation Administration hereby acknowledges receipt of notice dated 13 June 1972 concerning the proposed construction or alteration described above.

A study has been conducted under the provisions of Part 77 of the Federal Aviation Regulations to determine whether the proposed construction would be an obstruction to air navigation, whether it should be marked and lighted to enhance safety in air navigation, and whether supplemental notice of start and completion of construction is required to permit timely charting and notification to airmen. The findings of that study are as follows:

(xx) The proposed construction would not exceed FAA obstruction standards and would not be a hazard to air navigation. However, the following applies to the construction proposed:

( ) The structure should be obstruction marked and lighted per FAA Advisory Circular AC 70/7460-1, "Obstruction Marking and Lighting."

( ) Supplemental notice is required at least 48 hours before the start of construction (use the enclosed FAA form).

( ) Supplemental notice is required within five days after construction reaches its greatest height (use the enclosed FAA form).

( ) The proposed construction would exceed FAA obstruction standards and further aeronautical study is necessary to determine whether it would be a hazard to air navigation. Pending completion of any further study, it is presumed the construction would be a hazard to air navigation. Further study:

( ) Has been initiated by the FAA. ( ) May be requested by the sponsor within 30 days of date of this acknowledgement.

( ) If the proposed structure were reduced in height to not exceed ft. above ground level (ft. above sea level), it would not exceed Part 77 obstruction standards.

If the structure is subject to the licensing authority of the Federal Communications Commission, a copy of this acknowledgment will be sent to that Agency.

Notice is required anytime the project is abandoned or the proposal is modified. ~~(Use the enclosed FAA form.)~~

Note: Notice will be required for construction equipment exceeding 114.5 ft. above mean sea level. Such notice should refer to this case number.

SIGNED [signature] FOR TITLE Chief, Airspace & Procedures Branch, EA-530

ISSUED IN Jamaica, New York ON 17 July 1972

FAA Form 7460-7 (4-71) GPO 810-215

45

File: Grade Crossings

Anne Arundel County

Office of Planning & Zoning
Annapolis, Maryland 21404

RECEIVED

AUG 1 1972

CHIEF ENGINEER

July 28, 1972

Mr. Walter E. Woodford Jr, Chief Engineer
State Highway Administration
P.O. Box 717, Baltimore, Maryland 21203

Re: Stony Run Grade Crossing & Hanover Road.

Dear Mr. Woodford:

Enclosed please find copies of responses from Mr. John F. R. Scott, Director of Friendship Airport and from Mr. J. Hennessy for the Chief of Airspace & Procedures Branch of the F.A.A., indicating that there is no objection nor hazard involved with the project as proposed by Anne Arundel County.

This project was previously under the coordination of Mr. Al Grubb. Please advise us of the name and title of the person who is now coordinating and the status of the project. We have not received any correspondence or replies since June 9.

Cost estimates are currently being prepared by the Department of Public Works for the various phases of the project, a copy of which will be forwarded to your coordinator upon completion.

If there is anything further that we might clarify for you do not hesitate to contact us.

Sincerely yours,

Marion J. McCoy
Planning & Zoning Officer
Office of Planning & Zoning

MJM/RD/ob

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(1)

MARYLAND

DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET
BALTIMORE, MARYLAND 21201
TELEPHONE: 301 383-2451

MARVIN MANDEL
GOVERNOR

VLADIMIR A. WAHBE
SECRETARY OF STATE PLANNING
MADELINE L. SCHUSTER
DEPUTY SECRETARY

SEP 17 1974
BUREAU OF BRIDGE DESIGN

September 13, 1974

RECEIVED
SEP 16 1974
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Robert J. Hajzyk, Director
Office of Preliminary Planning & Engineering
State Highway Administration
300 W. Preston Street
Baltimore, Maryland 21201

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: High Speed R.R. Grade Crossing Elimination-Hanover Rd. Extended over Penn Central R.R.

Funds: FHWA-$189,000, SHA-$21,000

State Clearinghouse Control Number: 75-8-78

State Clearinghouse Contact: Warren D. Hodges (383-2467)

Dear Mr. Hajzyk:

The State Clearinghouse has reviewed the above project. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

Department of Public Safety & Correctional Services advised that the project is not inconsistent with the departments plans, programs or objectives.

Department of Health & Mental Hygiene, Bureau of Air Quality Control advised that the project is not inconsistent with the department's plans, programs or objectives. However, the Bureau of Air Quality Control desires to review the results of the Preliminary Engineering study before decision concerning the impact are made.

Department of Natural Resources advised that the project is not inconsistent with the department's plans, programs or objectives. Comments submitted note the need for an archeological survey and for determining any impact on Patapsco State Park.

Our staff review determined that the project is not inconsistent with this department's plans, programs, or objectives.

As a result of the review, it has been determined that the proposed project is not inconsistent with State plans, programs, and objectives as of this date.

A copy of this letter must be attached to your formal application. The comments contained herein are valid for a period of two years from the date of this letter. If application for funding is not submitted within this period of time, the project must be resubmitted to the State Clearinghouse for updating of the comments. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

Vladimir Wahbe

Encl.

cc: DNR-McKee
DPSCS-Lally
Air Qual.-Ferreri
Ken Barnes
Gail Moran
Jerry White
Eugene Camponeschi
Paul Heid
Henry Berger
David Herring
E.S. Freedman ✓

RESPONSE:

Par. 2 - See Page 12.

PENN CENTRAL TRANSPORTATION COMPANY

CHIEF ENGINEER
ROOM 600
SIX PENN CENTER PLAZA
PHILADELPHIA, PA. 19104

October 8, 1974

SUBJECT: Stony Run, Anne Arundel County, Maryland
Proposed O.H. Bridge M.P. 107±, Main Line
Grade Crossing Elimination - Stony Run Road
Contract No. BW-924-000-512. (File: WAK)

Mr. Warren B. Hodges, Chief
State Clearinghouse
Maryland Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Hodges:

In response to Mr. Earle S. Freeman's request by letter of Sept. 30, 1974, Penn Central Transportation Company heartily recommends the proposal by the Maryland Department of Transportation to close the Stony Run Road grade crossing by the construction of an overhead bridge to carry this vehicular traffic.

Penn Central offers its cooperation to the State in this grade crossing elimination.

Very truly yours,

J. T. Sullivan
Chief Engineer

cc: Mr. Earle S. Freeman, Chief
Bureau of Bridge Design
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203

State of Maryland

DEPARTMENT OF HEALTH AND MENTAL HYGIENE
Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION
610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-2779

October 9, 1974

Mr. Earle S. Freedman, Chief
Bureau of Bridge Design
State Highway Administration
300 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Freedman:

RE: Contract No. Anne Arundel County BW 924-000-512 High Speed Railroad Grade Crossing Elimination

This is in response to your letter of September 30, 1974 requesting comments concerning the proposed closing of the Stony Run Road grade crossing of the Penn Central Railroad tracks to be replaced by a bridge over the tracks on Hanover Road Extended.

There do not seem to be any potential air quality problems associated with the possible exception of short-term construction impacts. Compliance with Maryland State Department of Health and Mental Hygiene Regulations 10.03.38 should serve to minimize these impacts.

Thank you for this opportunity to present our comments. If we can be of any further help, please do not hesitate to contact us.

Sincerely yours,

George P. Ferreri, Director
Bureau of Air Quality Control

GPF:AMD:bac

cc: Mr. Warren Hodges
Anne Arundel County Health Dept.
Mr. Eugene T. Camponeschi

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Maryland Department of Transportation
State Aviation Administration

October 9, 1974

Mr. Warren D. Hodges, Chief
State Clearinghouse
Maryland Department of State Planning
301 West Preston Street
Baltimore, Maryland 21201

Subject: State Clearinghouse Project No. 75-8-78
Stony Run Road & Fort Meade Road

Dear Mr. Hodges:

In response to your correspondence dated September 30, 1974, soliciting comments concerning social, economic and environmental aspects of the proposed project, this office endorses the project subject to certain design considerations as follows:

1. The approach clearances to Runway 10-28, Baltimore-Washington International Airport, must be considered in establishing grades and elevations for the bridge structure over the Penn Central Railroad and Fort Meade Road. This should also include any proposed overhead lighting on the structure.

2. The State Aviation Administration desires the system to include future access to Airport property on the east side of Fort Meade Road.

Sincerely,

Howard W. Durham
Director of Engineering

HWD:RFC:lgf

RESPONSE:

Par. 1 - The structure over Md. 170 & Amtrak on Alternative 'A' is outside the approach zone of Runway 10-28.

Par. 2. A Report "Access Studies to Alternative 'A' From the BWI Airport and Westinghouse Corp Properties" - dated Feb. 15, 1977 addresses the access problem noted in par. 2. (See Appendix D).

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE
4321 Hartwick Road, College Park, Maryland 20740

October 21, 1974

Mr. Earle S. Freedman, Chief
Bureau of Bridge Design
State Highway Administration
P. O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Dear Mr. Freedman:

This is in response to your September 30, 1974 communication asking interest in proposed Contract No. Anne Arundel County BW 924-000-512.

Our major concern centers around soil erosion and runoff water management during construction and subsequent operations of the road system. Care must be exercised to minimize sediment damage from the highly erodable soils of the area. Runoff waters should be managed so as not to aggravate offsite erosion and flood damages.

We appreciate being asked to comment on your proposal and trust these are helpful.

Sincerely,

J C Rakes

(for) Graham T. Munkittrick
State Conservationist

RESPONSE:

The concerns regarding soil erosion and run-off management are addressed on Page 17.

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Anne Arundel County
Office of Planning & Zoning
Annapolis, Maryland 21404

November 22, 1974

Mr. Earle S. Freedman, Chief
Bureau of Bridge Design
State Highway Administration
P.O. Box 717
300 West Preston Street
Baltimore, Maryland 21203

Re: Stoney Run Road Grade Crossing Elimination. Contr. No. BW 924-000-512

Dear Mr. Freedman:

Please accept our apologies for this late reply to your letter of September 30, 1974.

The Stoney Run Road Grade Crossing Elimination and construction of a new bridge and approaches on Hanover Road Extended are consistent and compatble with planning in Anne Arundel County. This is evident from our continued involvement in the project planning and in executing an agreement thereto.

This project is coordinated with our Capital Project on Ridge Road Relocated to provide a continuous arterial route for local industrial and residential traffic. This will considerably reduce future through traffic in the residential areas of Stoney Run Road and Old Ridge Road while eliminating the growing hazard of the railroad grade crossing. The proposed alignment was selected for its minimal impact on existing homes and compatibility with an ultimate road network in the area.

Another economic benefit of the project is the provision of convenient and safe access to the Baltimore-Washington International Airport from county industrial parks now under construction along Ridge Road Relocated. It also provides a more direct route to Maryland Route 170 and northern Anne Arundel County avoiding the already congested intersection of Maryland Routes 170 and 176.

If you have any further questions regarding the subject project, please do not hesitate to call.

Sincerely yours,

Roland Davis

Roland Davis
Senior Transportation Planner

RD/jls

cc: Mr. Warren D. Hodges

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Maryland Historical Trust
2525 Riva Road Annapolis Maryland 21401
(301) 267-5087

January 23, 1975

Mr. H.H. Myers
Whitman, Requart and Associates
1304 St. Paul Street
Baltimore, Maryland 21202

RE: High-Speed Railroad Grade
Elimination - Anne Arundel County
State Contract No. RR-0018(021)

Dear Mr. Myers:

Thank you for your letter of January 14, concerning studies to eliminate the existing Penn Central Railroad grade crossing at Stony Run Road in Anne Arundel County.

According to the Maryland survey records here at the Trust, there are no sites shown within your designated study area. The only two historic sites which are shown to be near the area concerned are both located at Shipley Corner. Designated in red on the enclosed map, these sites are the Bill Shipley House, AA-125, and Piney Run, AA-124.

We hope this information has been of help to you.

Sincerely,

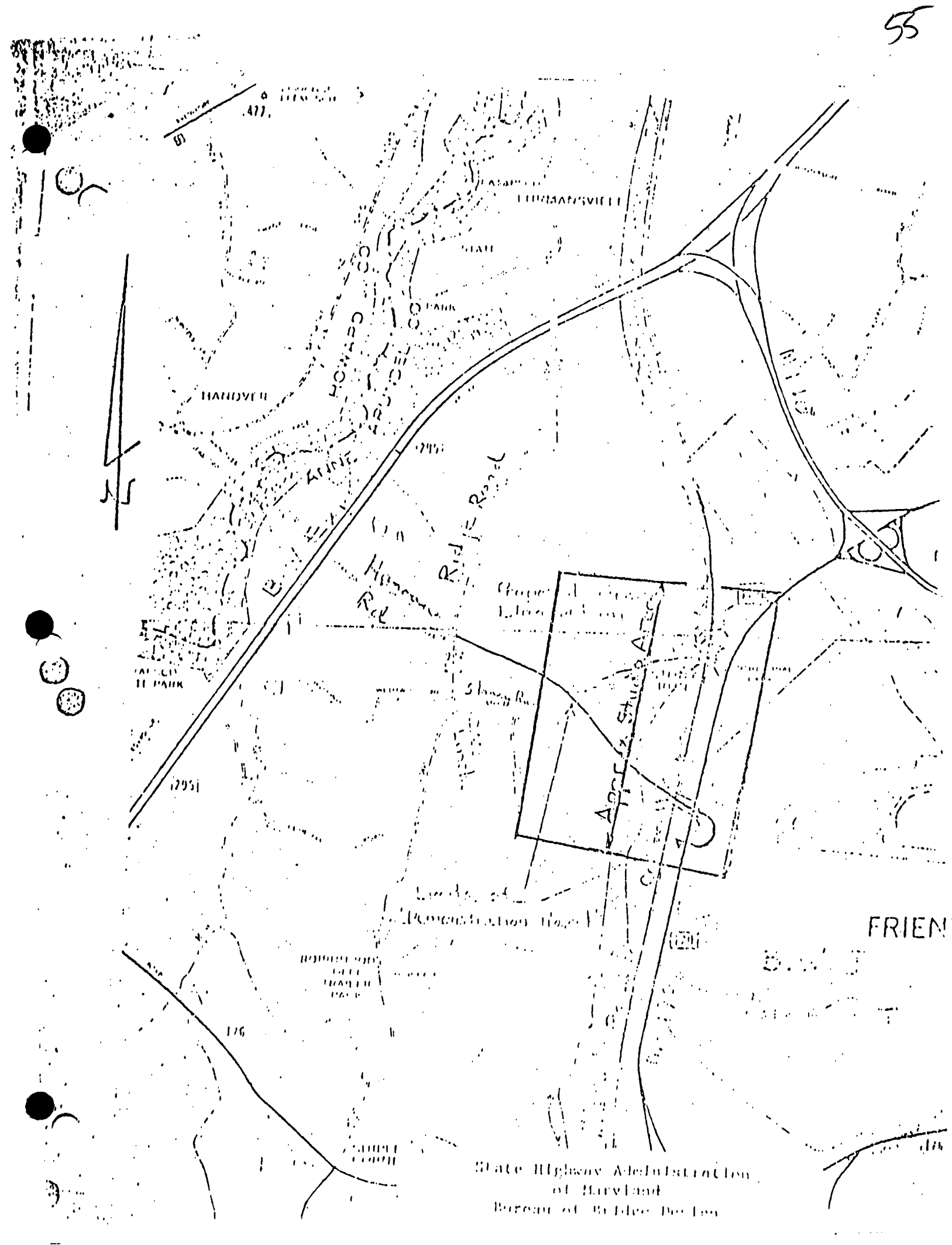
George J. Andreve

George J. Andreve
Assistant Architectural
Historian,
Historic Sites Surveyor

GJA:sh

Enclosure

JAN 27 1975


HANOVER
Ridge Road
Hanover Rd
Access Study Area
FRIEN
State Highway Administration
of Maryland
Bureau of Bridge Design

56

HERBERT M. SACHS
DIRECTOR

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

March 3, 1975

Mr. H.H. Myers
Whitman, Requardt & Associates
1304 St. Paul Street
Baltimore, Maryland 21202

Re: Contract AA-933- -571
High Speed R.R. Grade Crossing
Elimination - Hanover Road over
Penn. Central R.R.
State Clearinghouse #: 75-8-78

MAR - 5 1975

Dear Mr. Myers:

Reference is made to my meeting with your Mr. Crocken on February 4 and your request of February 26 for our comments relative to the proposed alternatives as they affect Stoney Run. The following comments are offered for your consideration:

(1) The plans and profiles submitted for the three bridging schemes suggest no impact significant enough to prohibit construction under existing laws and regulations.

(2) This Administration has no "preferred alignment." You have previously received the Department's Clearinghouse comments directing liaison with the Park Service and the State Archaeologist.

(3) We expect the hydraulics of the chosen alignment will be submitted to this Administration for review at the appropriate time.

If you desire further assistance, please advise.

Sincerely,

Jeffrey O. Smith

JOS:klm
cc: Mr. Earle S. Freedman

STATE OF MARYLAND

MARYLAND GEOLOGICAL SURVEY

LATROBE HALL, THE JOHNS HOPKINS UNIVERSITY
BALTIMORE, MARYLAND 21218

Division of Archeology
15 July 75

Mr. Earle S. Freedman
Chief
Bureau of Bridge Design
Maryland Department of Transportation
P.O. Box 717
300 West Preston Street Street
Baltimore, Maryland 21203

Re: High-Speed Railroad Grade Crossing Elimination in Anne Arundel County, Maryland
Contract # RR-0018(021)
Federal Aid # AA908-000-578
State Clearinghouse Control # 75-8-78

Dear Mr. Freedman:

A brief archeological field reconnaissance of the subject project was conducted on 28 Mar 75 by myself. No archeological remains were found along the road and bridge alignments as shown on the map accompanying you letter. A copy of the map is enclosed. Good exposures permitted adequate investigation along the east side of Stony Run; there were fewer exposures along the west side where an extensive archeological site (AN 262) was reported by R. Stearns in his 1949 report ("Some Indian Village Sites of the Lower Patapsco River," Proceedings of The Natural History Society of Maryland, No. 10).

A more intensive archeological survey along the west side of Stony Run is recommended if there are changes in the alignments from those shown on the enclosed map and/or if the extent of the area that is likely to be disturbed during construction is appreciably wider than the road.

As you may know, the Maryland Geological Survey is concluding an agreement with the Division of Systems Planning and Development of the Maryland Department of Transportation for the purpose of conducting archeological reconnaissance surveys and preparing reports for Environmental Impact Statements. I understand that Mr. Camponeschi of the Bureau of Project Planning will coordinate our work with the SHA. The agreement will be implemented by fall of this year and it will enable us to have an experienced archeologist under contract whose primary task will be to work closely with the DOT. This arrangement should enable us to handle future projects for the SHA in a more efficient manner than heretofore.

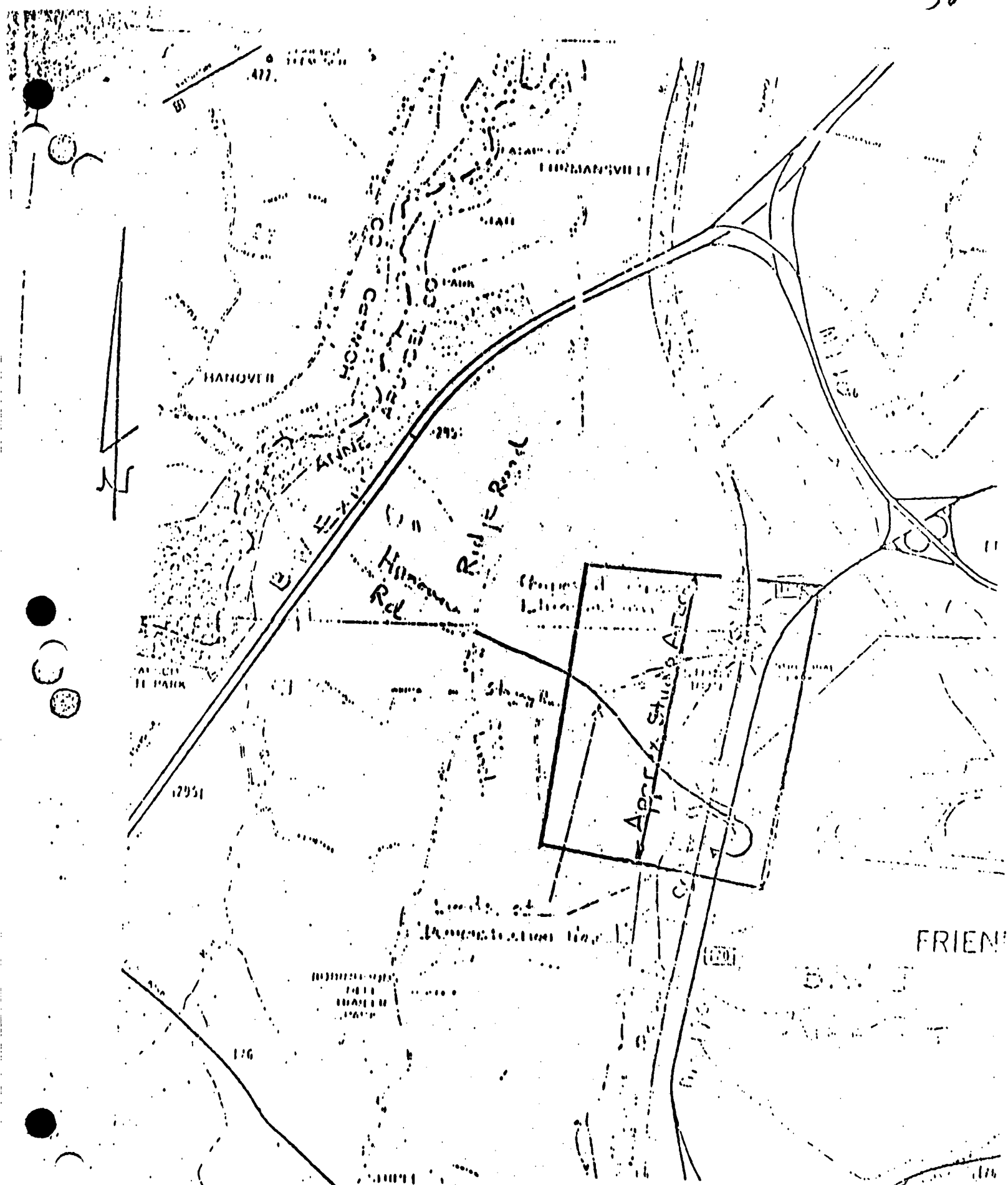
Sincerely,

Tyler Bastian

Tyler Bastian
State Archeologist

RESPONSE:
Par. 2. No such changes have occurred.

TB/nbw
encs.



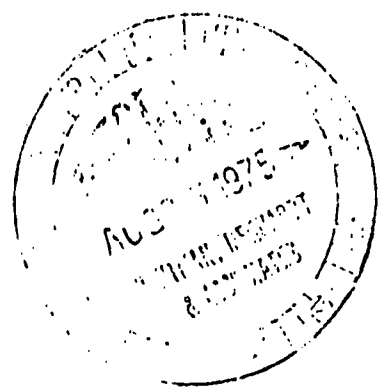
State Highway Administration
of Maryland
Bureau of Bridge Design

59

HERBERT M. SACHS
DIRECTOR

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

August 22, 1975



Mr. H. H. Myers
Whitman, Requardt & Associates
1304 St. Paul Street
Baltimore, Maryland 21202

Re: Contract AA-933- -571
High Speed R.R. Grade Crossing
Elimination - Hanover Road over
Penn. Central R.R.
State Clearinghouse #: 75-8-78

Dear Mr. Myers:

Reference is made to your July 3, 1975 submittal of a revised Alternative A for the above captioned project. The following comment relative to Alternative A is offered:

The proposed structure (quadruple 18' x 9' R. C. Box, approximately 100' long) and attendent channelization impacts to stream banks and bottom. In addition to required in-stream construction, impacts would include asphyxiation of stream lateral and profile adjustment, resulting in accelerated scour and deposition. Resultant periodic maintenance activities in themselves oppose the goals of this Administration in protecting, maintaining and enhancing the quality of the water.

The data sheets for wetland units 114 and 115 and DOT Order 5000.1 are enclosed for your use. If you have any questions, please advise.

Sincerely,

Michael A. Ports, Chief
Surface Water Permits

MAP:sdm
cc: Earle S. Freedman

RESPONSE: The box culvert considered for 'A' will be replaced by a bridge.

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RECEIVED

OCT 28 1975

BRIDGE DESIGN

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE AVIATION ADMINISTRATION

TO: Ms. Nancy F. Knipple

DATE: October 27, 1975

FROM: Mr. T. James Truby
Manager, Aviation Planning

SUBJECT: Stoney Run Road Grade Crossing Elimination

TJT

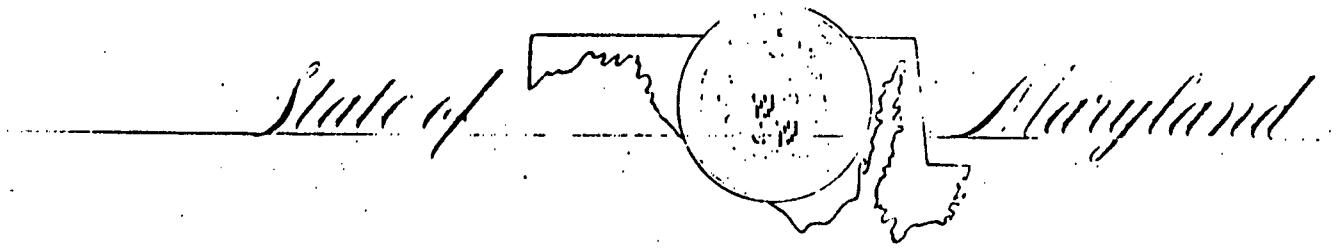
To follow up on our conversation of October 23, I have enclosed a copy of the Baltimore-Washington International Airport Layout Plan showing the clear zone at the end of runway 10-28 and a copy of the detailed plan showing the location of runway approach lights off the western end of runway 10-28. I think this information will be useful to you and your consultant in the further development of Alternative "A". A preliminary investigation on our part indicates that the proposed overpass of Maryland 170 need not be higher than the level of the runway and therefore will not interfere with aviation activity. However, if it is found that the overpass or its lighting must project above the runway, we can discuss in detail the Federal Aviation Administration's height restrictions on development within and immediately adjacent to clear zones at the end of runways.

The enclosed information should also be useful in investigating, the problem of access to the airport property which is immediately adjacent to Alternative "A". As I indicated during our October 23 conversation, we should be able to give you better definition of probable usage for this property by January 1976. I understand this will not cause problems for you. If there is a change, please let me know.

We appreciate the opportunity to participate in defining the improvement of Stoney Run Road and its intersection with Maryland 170. We view this facility as an important part of the ground transportation system for the Airport and surrounding communities, particularly if a new interchange at Hanover Road and the Baltimore-Washington Parkway is developed.

A recent survey conducted as part of the Baltimore-Washington International Master Plan Study indicates that traffic congestion is one of the chief concerns of the communities in the airport area. Given the anticipated growth of the airport and the business development of the surrounding area, congestion can only become worse without the Stoney Run, Md. 170, Md. 46, Md. 100, and other improvements which are under study. We are committed to working with you, other units in SHA and with Anne Arundel County to encourage needed improvements in the ground access system. If there are any questions on the enclosed material or any other issues we might help you with please do not hesitate to contact Karl Sattler or me.

TJT:pjf



DEPARTMENT OF HEALTH AND MENTAL HYGIENE
ENVIRONMENTAL HEALTH ADMINISTRATION
201 WEST PRESTON STREET
BALTIMORE 21201
PHONE • 301 [illegible] 3245

NEIL SOLOMON, M.D., PH.D.
SECRETARY

DONALD H. NOREN
DIRECTOR

January 16, 1976

Mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
State Highway Administration
Joppa and Falls Roads
Brooklandville, Maryland 21022

Dear Mr. Anderson:

RE: Air Quality Analysis for Elimination of High Speed Railroad Crossing at Stony Run Road

The Bureau of Air Quality and Noise Control has nothing to add to the Air Quality Analysis submitted for the above project. The methodology used is acceptable and the results do not indicate any potential air quality problems other than the region-wide high concentrations of photochemical oxidants.

Thank you for this opportunity to review this project.

Sincerely yours,

William K. Bonta, Chief
Division of Program Planning & Evaluation
Bureau of Air Quality and Noise Control

WKB:AMD:bac

[illegible]

C.R. ANDERSON

62

Maryland Department of Transportation
State Aviation Administration

Harry R. Hughes
Secretary

Robert J. Aaronson
Administrator

MAY 5 1977

RECEIVED

MEMORANDUM

TO: Bernard M. Evans
State Highway Administration
Administrator

FROM: Robert J. Aaronson
Administrator /s/ R. J. AARONSON

SUBJECT: Stony Run Railroad Grade Crossing Elimination

I am writing at the request of Mr. Irvin Hughes of your staff to confirm the State Aviation Administration's position on the Stony Run Grade Crossing Elimination as expressed by Mr. James Truby of my staff at an April 28, 1977 meeting with Mr. Emil Elinsky, the Federal Highway Administration Division Administrator.

Mr. Truby indicates that, of the three alternative solutions developed for eliminating the Stony Run Grade Crossing, Alternative "A" is viewed by the State Highway Administration and Anne Arundel County as being the preferred alternative. I understand that the reasons for this are that Alternative "A", unlike Alternatives "B" and "C", relieves some of the existing congestion in the Westinghouse area and is consistent with anticipated upgrading of Md. 170 and the I-195/Md. 170 interchange.

We concur in this view. Unfortunately, however, the design of Alternative "A" has a negative impact on the Airport in that it effectively isolates a 150 acre parcel of Airport property which is designated for aviation-related industrial development in the Airport's Master Plan. While apparently this problem can be solved by modifying the design to include a "T" intersection, I want to confirm that the "T" or comparable Airport access provision must be included in the final definition of Alternative "A".

I believe this position is consistent with the Department's policy of developing highway improvements which complement and support other transportation modes. Further, I understand that Mr. Elinsky endorses this policy and indicated at the April 28 meeting that FHWA could support Airport access as part of the Stony Run project as long as the situation was adequately documented. If we can be of any assistance in this regard please feel free to call on me.

MAY 5 1977

Run I appreciate this opportunity to comment on the Stony Grade Crossing Elimination proposals.

RJA:PJF
bcc: Mr. Irvin Hughes

Response: See Appendix D

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Westinghouse Electric Corporation Defense Group

Defense and Electronic Systems Center
Aerospace & Electronic Systems Division
Baltimore-Washington International Airport
Box 1693
Baltimore, Maryland 21203
(301) 765-3709

May 10, 1977

Department of Transportation
State Highway Administration
O'Connor Building
300 West Preston Street
Baltimore, Maryland

Attention Mrs. Knipple

Re: SHA Study
"Stony Run Road"
"Railroad Grade Crossing Elimination"

Dear Mrs. Knipple:

We have studied the above referenced grade crossing elimination and its subsequent effects to our parking arrangement to that section of our complex. We would like to address further comments on the ingress and egress ramifications.

We would be willing to close off our southernmost entrance as per your request if the following criteria could be met:

I. Alternative "A" Alignment was chosen and built.

II. Plan III-B is acceptable as long as it

a. remains two lane each way, ultimate construction and

b. terminates at our southernmost property line.

III. Plan III-A was not considered acceptable as it was believed it would impede flow to/from radar site.

In addition to the above, we would like to see a study providing access from Md. Rte. #170 southbound to proposed grade crossing.

Very truly yours,

C. C. Pruet, Director
State & Local Govt. Relations
Government Affairs

ij

cc: Mr. R. L. Dwight, Westinghouse
Mr. W. H. Thompson, Westinghouse
Chief J. E. LeBrell, Westinghouse
Mr. A. A. Palmerino, Westinghouse
Mr. C. R. Morris, Westinghouse

Response: See Appendix D

KAISER AETNA

July 1, 1977

Mr. Victor Janata
Project Administrator SHA
301 West Preston Street
Baltimore, Maryland 21201

Dear Mr. Janata:

Kaiser Aetna received the Public Notice concerning proposed elimination of the grade crossing at Stony Run Road and construction of a grade separation and interchange with Route 170.

Kaiser Aetna is developing the 400-acre Baltimore Commons Business Park immediately southwest of the proposed grade separation and interchange. This Business Park property is in its initial stages of development/ marketing. It is the largest Business Park development ever undertaken by private industry in Anne Arundel County. We estimate that ultimately this park will have somewhere in the range of 3,000 to 4,000 employees with, of course, considerable additional truck traffic. In addition to this potential traffic load, there is a considerable amount of traffic congestion in the Route 176-170-Airport area at the present time.

We are in favor of Alternative A (as described in your Notice) and strongly urge that this construction be given priority scheduling.

In addition to the important reasons cited above for early construction of the grade separation and interchange there are also the following:

1. It will enable the closing of the hazardous Stony Run grade crossing.

2. It will result in ultimate improved access to BWI Airport.

3. It will provide good access to the railroad commuter station along Amtrack in this area.

4. It will ultimately help, although to a limited degree, to relieve

the very bad congestion which now exists at the Route 170-176 interchange.

Very truly yours,

John P. Lansinger
Marketing Manager

JPL:mlm

CC: Mr. Earl S. Freedman
Chief, Bureau of Bridge Design
State Highway Administration
300 West Preston Street, Room 502
Baltimore, Maryland 21201

ANNE ARUNDEL COUNTY
ANNAPOLIS. MARYLAND 21404

July 11, 1977

Mr. Earle S. Freedman
Chief, Bureau of Bridge Design
State Highway Administration
300 W. Preston St.
Room 502
Baltimore, Md. 21201

Re: Amtrak Railroad Grade Crossing on
Stony Run Rd., Anne Arundel County

Dear Mr. Freedman:

Anne Arundel County supports the Alternative 'A' to eliminate the existing Amtrak railroad crossing on Stony Run Road in Anne Arundel County.

Although we do not request a hearing on the various alternates, we would like to officially go on record supporting Alternative 'A' if a hearing is forthcoming.

Sincerely yours,

Robert R. Strott
Director of Administration

encl
cc: Director, Public Works
Planning & Zoning Officer

APPENDIX B

OTHER APPLICABLE CORRESPONDENCE

Nancy: 10/14/74

It appears that we have the School Board's approval. Can we affect the change that they request?

E. S. Freedman

ANNE ARUNDEL COUNTY PUBLIC SCHOOLS

188 Green Street
Annapolis, Maryland 21401
Telephone 301 268-3345

October 9, 1974

Mr. Karl Les. Freedman, Chief
Bureau of Bridge Design
Maryland Department of Transportation
P.O. Box 717
Baltimore, Maryland 21203

Dear Mr. Freedman:

In regard to your letter of September 30, 1974, subject: Contract number Anne Arundel County BW924-000-512-High Speed Railroad Grade Crossing Eliminations-Demonstration Project, Section 322, Chapter 3, Title 23, U.S.C.-Closing of Stoney Run Road Grade Crossing and Construction of Bridge and Approaches on Hanover Road Extended. State Clearing House Contract Number 75-8-78.

We have reviewed your plat and find that the proposed construction would be a definite improvement to traffic safety and circulation within this area of our county. Note that the proposal appears to line up at the end of the runway with Baltimore-Washington International Airport. It is suggested that this road alignment be moved to the north thus providing close connection to the Industrial Park and taking it directly off the end of the runway as indicated on the plat.

We feel this improvement would be beneficial to the people in this community and would aid us in our transportation of pupils to the public school system.

Sincerely,

Joseph E. Knepper, Jr.
Planner

cc: Mr. Warren D. Hodges, Chief- State Clearing House,
Maryland Department of State Planning,
301 W. Preston Street,
Baltimore, Maryland 21201

JEK/st/wp

RESPONSE: Alternative 'A' has been moved in a northerly direction from the location shown on the sketch furnished Mr. Knepper.

Deep Run Civic Association, Inc.
BOX 17, HANOVER, MARYLAND 21076
SERVING DORSEY, HANOVER AND MONTEVIDEO AREAS

November 1, 1974

Mr. Earle S. Freedman
Bureau of Bridge Design
Maryland Department of Transportation
P.O. Box 717, 300 West Preston Street
Baltimore, Maryland 21201

Subject: Contract No. Anne Arundel County
B/924-000-512

Dear Mr. Freedman:

As President of the Deep Run Civic Association, I am writing to convey the opinions of myself and the Association.

The Stony Run Grade Crossing is extremely dangerous for the residents and commuters that use this facility daily. The risk of the Grade Crossing is minimal to the hazards imposed by the Tankers, Dump Trucks and other heavy equipment that daily exceeds the speed limit on this hazardous road.

The Stony Run Grade Crossing must be eliminated, however any extension of the so-called "Hanover Road Extended" beyond the proposed new road (referred to as Ridge Road relocated) thru the Industrial Park, proposed by Kaiser-Aetna, will be vigorously opposed by the Deep Run Civic Assn., and the residents of Hanover-Dorsey.

The relocation of Ridge Road and the elimination of the Stony Run Grade Crossing would not be considered except for the total benefit of Kaiser-Aetna. Since this entire project has been proposed by and for the benefit of Kaiser-Aetna it can only be considered an extension of the Agnew-Nixon type Government to allow Tax Money to be spent for this project.

The plans for rebuilding and extending Hanover Road is again a slap in the face to Anne Arundel residents. No taxpayer in Anne Arundel County can possibly benifit from this farce. This is an attempt to develop Industrial Lands in Howard County without Industry or Howard County contributing one cent.

Deep Run Civic Association, Inc.
BOX 17, HANOVER, MARYLAND 21076
SERVING DORSEY, HANOVER AND MONTEVIDEO AREAS

Please give this matter your immediate attention and keep the Deep Run Civic Association informed of any and all future developments.

Very truly yours,

James C. Hodges

James C. Hodges, President

796-3015

JCH/rch

cc: Mr. Warren D. Hodges

RESPONSE:

Mr. Hodge's comments are based on a review of Alternative 'A' only. In the second paragraph of the letter, he cites the need to eliminate the grade crossing as well as tankers, trucks, and other heavy equipment from the existing Stony Run Road. His references to extension of the project through the Kaiser-Aetna property is not clear, however, as this property is situated about 1000 feet to the south. The charge that the project is solely for the benefit of Kaiser-Aetna is not true, as documented in the Negative Statement.

November 8, 1974

Re: Contract No. BW 924-000-512
Anne Arundel County
High Speed Railroad Grade Crossing
Elimination - Closing of Stony Run
Road Grade Crossing and Construction
of Bridge and Approaches on Hanover
Road Extended from Md. 170 to Stony
Run Road

Mr. James C. Hodges, President
Deep Run Civic Association, Inc.
Box 17
Hanover, Maryland 21076

Dear Mr. Hodges:

In reply to your letter of November 1, 1974 we agree with your statement that the Stony Run Grade Crossing must be eliminated but we wish to emphasize that the elimination of this dangerous crossing has been considered and initiated for safety reasons and not for the benefit of any firm or industry.

Section 322 (sub-section 205(a) Highway Safety Act), Chapter 3, Title 23 of the United States Code provides for a demonstration project for the elimination of all public ground-level rail-highway crossings along the route of the high speed ground transportation demonstration projects between Washington, D.C. and Boston, Massachusetts. Fifteen (15) of these crossings exist in Maryland in five (5) Counties, one of which is the subject project in Anne Arundel County.

An opportunity for a public hearing will be given through advertisement in local newspapers so that all interested persons will have a chance to express their views on this project either verbally or in writing.

Very truly yours,

E S Freedman 11/12/74

Earle S. Freedman, Chief
Bureau of Bridge Design

ESF:HK:do

LAW OFFICES
COCHRAN, BROWN AND DeMUTH
813 MUNSEY BUILDING
BALTIMORE, MD. 21202

TELEPHONE
685-5656

JOHN A. COCHRAN (1903-1968)
GEORGE E. BROWN, Jr.
HOWARD E. DeMUTH, JR.

June 23, 1977

Mr. Earle S. Freedman,
Chief,
Bureau of Bridge Design
State Highway Administration
300 West Preston Street
Room 502
Baltimore, Maryland 21201

Dear Mr. Freedman:

I represent the owners of a 26 acre tract of land about 900 feet west of Rt. 170 on the North side of Stoney Run Road. We understand that Stoney Run Road will be closed off and that there are three or four alternate routes proposed to cross Rt. 170. The proposals suggested by your public notice vitally effects our property for which we paid quite a large sum of money, after first obtaining commercial zoning, which was later changed by the new Fifth District Zoning map. We feel that it is extremely important that you do have a public hearing on this project.

I assume that you will respond to this letter and inform me as to whether or not there will be a hearing and if so when and where. Again, I repeat, we feel it is extremely important to our proprietary interests to have a hearing and that for the State to proceed without a hearing might well be unconstitutional.

Thank you for your cooperation in this matter.

Very truly yours,

George E. Brown, Jr.

GEB,Jr/sks

Response: A Public Hearing was held September 19, 1977.

QUESTION AND/OR RECOMMENDATION FORM

High Speed Railroad Grade Crossing Elimination of
Stony Run Road, Anne Arundel County
Contract No. AA 908-000-578

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

NAME Mr. + Mrs Kenneth L Anderson

ADDRESS 1128 Stoney Run Rd.

COUNTY Hanover, Md. ZIP CODE 21076

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

Mr Kenneth L Anderson will be speaking on behalf of myself Mrs Dora L Anderson and Alma Dunkerly & also put us on the mailing list.

Please mail to:

Office of the Chief
Bureau of Bridge Design
State Highway Administration
300 West Preston Street -
Baltimore, Maryland 21201

SHA 61.3-9-35
(5/24/74)

STATE HIGHWAY ADMINISTRATION

QUESTION AND/OR RECOMMENDATION FORM

High Speed Railroad Grade Crossing Elimination of
Stony Run Road, Anne Arundel County
Contract No. AA 908-000-578

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

NAME James B. Herman

ADDRESS 7664 Ridge Rd, Harmans Md.

COUNTY 21076 - A.A. ZIP CODE 21076

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

Please mail to:

Office of the Chief
Bureau of Bridge Design
State Highway Administration
0 West Preston Street -
ltimore, Maryland 21201

SHA 61.3-9-35
(5/24/74)

APPENDIX C

ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

MSHA - HANOVER ROAD - AA-908-000-578
ASSESSMENT OF SIGNIFICANT ENVIRONMENTAL EFFECTS

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

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

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

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

	Yes	No	Attached
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	___	X	X
12. Will the action affect the use of any natural or man-made features that are unique to the county, state or nation?	___	X	___
13. Will the action affect the use of an archaeological or historical site or structure?	___	X	___
B. Water Use Considerations			
14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	X	___	X
15. Will the action require the construction, alteration or removal of a dam, reservoir or waterway obstruction?	___	X	___
16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?	X	___	X
17. Will the action require a permit for the drilling of a water well?	___	X	___
18. Will the action require a permit for water appropriation?	___	X	___
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	___	X	___
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	___	X	X
21. Will the action result in any discharge into surface or subsurface water?	X	___	X

22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	X		X
C. Air Use Considerations			
23. Will the action result in any discharge into the air?	X		X
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?	X		X
25. Will the action generate additional noise which differs in character or level from present conditions?	X		X
26. Will the action preclude future use of related air space?		X	
27. Will the action generate any radiological, electrical, magnetic, or light influences?		X	
D. Plants and Animals			
28. Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?	X		X
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?		X	
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?		X	
E. Socio-Economic			
31. Will the action result in a preemption or division of properties or impair their economic use?	X		X

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

F. Other Considerations

42.	Could the action endanger the public health, safety or welfare?	___	X	___
43.	Could the action be eliminated without deleterious effects to the public health, safety, welfare or the natural environment?	___	X	___

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

G. Conclusion

47. This agency will develop a complete environmental effects report on the proposed action.	___	X	X

COMMENTS

QUESTION #1 — The project crosses Stony Run. Preliminary hydraulic computations indicate a drainage area of approximately 4,000 acres and a 100-year discharge of 4,000 to 4,300 cfs at the crossings being considered.

QUESTION #2 — The structure waterway opening for the size drainage area noted in '1' above will require a permit from the Maryland Department of Natural Resources.

QUESTION #4 — Plans will be developed for disposal of waste materials.

QUESTION #6 — Approval of a sediment control plan will be required from the Maryland Department of Natural Resources.

QUESTION #11 — No such area is involved in our project; however, the floodplain of Stony Run in the vicinity of construction is proposed to be zoned as open space and could conceivably be developed as parkland, etc. in the future.

QUESTION #14 — Where the project crosses Stony Run, there are two channels. Studies will be made during the design phase considering bridging the main channel only and relocating the minor channel into the major channel, providing a separate drainage structure for the minor channel, and/or bridge both channels.

QUESTION #16 — The construction of this project will increase the runoff of a small area in the vicinity of the roadway; however, it will have a negligible affect on the total runoff of the 4,000 acre Stony Run watershed.

QUESTION #20 — Septic tanks and their associated systems may need to be relocated or replaced if they are displaced or disturbed by roadway construction.

QUESTION #21 — The roadway drainage system will discharge into the Stony Run watershed.

QUESTION #22 — Stormwater entering Stony Run may contain oils, greases, sodium chloride and sediment as a result of construction of the project. The Water Pollution Control Regulations adopted by the Water Resources Administration do not require a discharge permit for stormwater runoff.

QUESTION #23 — Vehicles traversing the project will emit pollutants into the area.

Comments (cont'd.)

QUESTION #24 — Hopefully, the air pollutants discharged will not violate the National Ambient Air Quality Standards. Disagreeable odors are generally associated with industrial processes and not vehicle exhaust.

QUESTION #25 — The project includes a grade separation structure over the Amtrak Railroad tracks to eliminate the present at-grade crossing. Noise levels are generally increased when the highway is elevated; however, there are no buildings in the immediate vicinity of the bridge.

QUESTION #28 — An uncommon herb ("Hellonias Bullata") is located in the area east of Fort Meade Road. This herb would probably be eliminated from this area by the construction of the loop. "Hellonias Bullata" is not on any endangered species list and is likely to be found in other areas of the state, even though it is not a common plant, according to Mr. Peter Mazio of the National Arboretum.

QUESTION #31 — The project involves a road relocation and thus some division of property. The alignment, however, has been developed to minimize this affect.

QUESTION #34 — The construction of the project will permit the uninterrupted flow of traffic across the Penn Central Railroad tracks. Industrial development and other new roads planned for the area, as well as the improved safety, will cause traffic volumes to increase.

QUESTION #37 — The project is consistent with the Anne Arundel County Master Plan.

QUESTION #47 — In accordance with Federal regulations, a Negative Declaration will be developed. A Negative Declaration is a statement which says that in the view of the Federal official, the proposal does not significantly affect the quality of the human environment. Therefore, the Negative Statement is included as a part of this Environmental Assessment and a separate Environmental Assessment Report will not be developed.

APPENDIX D

ACCESS STUDIES TO THE PROJECT FROM THE BWI AIRPORT AND WESTINGHOUSE CORPORATION PROPERTIES

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The Project effectively isolates a parcel of BWI Airport property located east of Maryland 170 which, when developed, will require highway access. The parcel is bounded on the north by Westinghouse Corporation, on the east by a taxiway, and on the south by Runway 10-28. The long acceleration/deceleration lanes along Maryland 170 required in the design of The Project preclude the possibility of providing access to this parcel of land from Maryland 170. In addition, studies of Maryland 170 are considering the possible upgrading of the road to expressway or freeway standards and either type of facility would limit access to Maryland 170. Also, because of these studies now being made for upgrading Maryland 170 and the fact that the acceleration lane for The Project will require the closing of one of the existing entrances to the Westinghouse Corporation facilities located east of Maryland 170, consideration is being given to providing an alternate means of access to Westinghouse. Studies were made of the following concepts:

1. Provisions for access to the parcel of BWI Airport property previously described from the project. An estimated 2150 VPD would use this facility.
2. Egress for traffic leaving the Westinghouse parking lots which would be compatible with the plan developed in '1' above. 900 VPD are estimated to use this facility.

3. Provide fully directional access to the project and Maryland 170 compatible with the access to BWI Airport developed in '1' above. These studies provide for all traffic (5800 VPD) entering and leaving the Westinghouse complex east of Maryland 170, recognizing that it may be the sole entrance after Maryland 170 is upgraded.

The results of these studies are detailed in a report titled "Access Studies to Alternative 'A' From the BWI Airport and Westinghouse Corporation Properties" dated February 15, 1977 and on file at the State Highway Administration. The report outlines several plans for providing the required access. The plans which were reported upon are feasible from an engineering standpoint and can be implemented without disrupting operations of the Westinghouse Corporation parking lots.