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JOINT LOCATION/DESIGN

PUBLIC HEARING

MD 175

ANNE ARUNDEL COUNTY

JUNE 26, 2008

dH/g

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1 MR. WELKER:

2 If everyone can go ahead and find a  
3 seat, we're going to go ahead and get started  
4 here.

5 Good evening. My name is Greg Welker.  
6 I'm the District Engineer for the State Highway  
7 Administration for District 5, which includes  
8 Anne Arundel, Calvert, Charles and St. Mary's  
9 Counties. Tonight I'm the hearing officer for  
10 this evening's public hearing.

11 Tonight's hearing is being held jointly  
12 by the State Highway Administration, the Federal  
13 Highway Administration, the U.S. Army Corps of  
14 Engineers, and on behalf of these agencies I  
15 welcome you to the joint Location/Design public  
16 hearing for the Maryland 175 Project Planning  
17 Study which is located in Anne Arundel County.

18 At this time, I would like to invite any  
19 elected officials to stand for recognition.  
20 Delegate Beidle, thank you.

21 This evening's proceedings are being  
22 recorded and the transcript will be an official  
23 part of the project record. The transcript will

1 We will hold the formal record open  
2 until Thursday, July 31, 2008 to receive written  
3 comments relative to the improvement proposals.  
4 Our highway development process consists  
5 of four distinct phases: Project Planning,  
6 Engineering or Final Design, Right-of-Way  
7 Acquisition and Construction.

8 This project is currently in the  
9 detailed engineering study stage of Project  
10 Planning. During this phase, the location and  
11 general design features of the project are  
12 defined. Project Planning activities include  
13 engineering and environmental studies, agency  
14 coordination and public involvement.

15 The next phase of highway development is  
16 Engineering or Final Design. During this phase,  
17 construction drawings are prepared and final  
18 right-of-way requirements are determined. The  
19 right-of-way acquisition phase usually begins  
20 about halfway through the design phase when final  
21 property requirements have been determined.

22 The construction phase could begin after  
23 final design is complete and right-of-way has

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1 be available within approximately 8 weeks for  
2 reviewing and copying at the State Highway  
3 Administration's District 5 office in Annapolis,  
4 the State Highway Maintenance shop in Dayton, and  
5 at the headquarters office in Baltimore.

6 The transcript will also be available at  
7 the West County area, Linthicum and Provinces  
8 library branches. The addresses of these places  
9 are indicated in your brochure. It is  
10 recommended that anyone wishing to review the  
11 transcript first telephone the District Office or  
12 the Assistant Project Manager to assure its  
13 availability.

14 An environmental assessment has been  
15 prepared for this project. It is available for  
16 review at the locations listed in the brochure  
17 and online at marylandroads.com.

18 The purpose of this public hearing is to  
19 acquaint you with the project and to provide all  
20 interested persons the opportunity to present  
21 their views regarding the proposed improvement  
22 alternatives for the MD 175 project planning  
23 study from MD 295 to MD 170.

1 been acquired. This project is listed in the  
2 Development and Evaluation program of the  
3 Maryland Department of Transportation's Fiscal  
4 Year 2008-2013 Consolidated Transportation  
5 Program, or CTP.

6 The project is currently funded for  
7 Project Planning only. If the study concludes  
8 with the selection of a build alternative, the  
9 project will become a candidate for inclusion in  
10 future programs for design, right-of-way  
11 acquisition and construction.

12 After careful consideration of all the  
13 comments received as a result of this evening's  
14 public hearing, including the written comments  
15 received during the comment period, the Project  
16 Planning team will recommend an alternative for  
17 selection by the State Highway Administrator.

18 Location approval for the Federal  
19 Highway Administration is anticipated in the  
20 Spring of 2009. Your attention is now directed  
21 to the brochure that has been prepared for your  
22 information.

23 If you have not received one, copies are

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William Alan Bodenstein, President

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1 available from the receptionist tonight. I urge  
2 you to review the brochure to enhance your  
3 understanding of the project alternatives.

4 Names, addresses and telephone numbers  
5 of members of the project planning team  
6 responsible for this project are listed in the  
7 brochure, and inquiries should be directed to  
8 these individuals.

9 Interested groups and individuals who  
10 are not already on the mailing list for this  
11 project are encouraged to submit their names to  
12 our receptionist. This list will be used for  
13 distribution of future project information.

14 At this time, I would like to introduce  
15 those representatives from the State Highway  
16 Administration who will be making presentations  
17 this evening.

18 - Danielle Edmonds, Assistant Project  
19 Manager  
20 - Bradley Smith, Environmental Manager  
21 - Susan Bauer, District #5 Real Property  
22 Manager

1 project will improve connectivity between Odenton  
2 and MD 295.

3 The existing roadway typical section on  
4 MD 175 is variable throughout the corridor. The  
5 section of MD 175 from MD 295 to Rockenbach/Ridge  
6 Road is a 2-lane undivided roadway with a speed  
7 limit of 45 mph. From Rockenbach/Ridge Road to  
8 Disney Road, MD 175 widens briefly to five lanes  
9 to accommodate a turn lane from just east of  
10 Disney Road to, excuse me, from just east of  
11 Disney Road, MD 175 again becomes a two-lane  
12 roadway with no median.

13 This section extends to Reece Road. The  
14 posted speed limit along this portion of MD 175  
15 is 40 mph. From Reece Road to MD 32, MD 175 is a  
16 five-lane roadway with a continuous left turn  
17 lane. From MD 32 to Telegraph Road or MD 170, MD  
18 175 is a four-lane roadway with no median. The  
19 speed limit along both of these sections of MD  
20 175 is also 40 mph.

21 The study team has identified  
22 transportation alternatives that address the  
23 project need while minimizing impacts to the

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1 - Troy Parham, Equal Opportunity Officer.

2 Danielle will now present a brief  
3 project summary and description of the  
4 alternatives under consideration.

5 MS. EDMONDS:

6 Thank you, Gregory. Good evening,  
7 ladies and gentlemen. The purpose of the MD 175  
8 Project Planning Study is to improve existing  
9 capacity, traffic operations, intermodal  
10 connectivity and vehicular and pedestrian safety  
11 of MD 175 while supporting existing and planned  
12 development in the area.

13 MD 175 is functionally classified as an  
14 urban minor arterial under both the state and  
15 federal functional classification systems.  
16 Currently MD 175 serves as primary access to Fort  
17 Meade and Odenton from MD 295 and MD 32. In  
18 addition, this project will serve to accommodate  
19 future transportation needs in and around Fort  
20 Meade and assist in revitalizing the commercial  
21 district in North Odenton. By improving 175, the

1 social, cultural and natural environment. A  
2 decision on these alternatives will be made after  
3 the impacts and comments from the public and  
4 review agencies have been considered.

5 Seven mainline alternatives, including a  
6 no-build alternative are under consideration. We  
7 are also considering one option along the  
8 mainline of MD 175, five options for the MD 295  
9 interchange, and four options for Fort Meade  
10 access.

11 The first alternative is the no-build  
12 alternative. The no-build alternative consists  
13 of routine maintenance and spot improvements.  
14 These minor improvements will not be expected to  
15 affect roadway capacity or major safety concerns,  
16 as they will be a part of the normal maintenance  
17 and safety operations.

18 The no-build also provides a baseline  
19 for comparison of the other alternatives retained  
20 for detailed study. With the no-build  
21 alternative, all signalized intersections along  
22 MD 175 with the exception of the MD 32  
23 interchange will have a failing level of service

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1 in either or both of the AM and PM peak hour.  
2 The next alternative is Alternative 2,  
3 which is the Transportation Systems Management,  
4 or TSM. Under this alternative, a wide range of  
5 spot improvements throughout the corridor will be  
6 made to address the most serious concerns at  
7 specific locations or segments of roadway.  
8 The TSM improvements generally could be  
9 constructed with relatively low cost but will  
10 provide no substantial improvements in capacity  
11 or operations to address future traffic  
12 conditions.  
13 Examples of TSM improvements that have  
14 been considered for the MD 175 corridor include:  
15 Intersection improvements such as the additional  
16 of turning lanes or improved signal timing;  
17 access management strategies to improve safety  
18 and operations at access points, the addition of  
19 center turn lanes and auxiliary lanes to improve  
20 current traffic operations.  
21 With the TSM improvements, the level of  
22 service varies from location to location.  
23 Detailed information on TSM improvements are

1 will widen the roadway to four lanes, generally  
2 following the existing centerline of MD 175 and  
3 can tie into Alternatives 2, 3, 6 or 6A at Reece  
4 Road.  
5 The proposed typical section consists of  
6 two 28-foot wide roadways which include one  
7 travel lane and one bicycle compatible travel  
8 lane in each direction separated by an 18-foot  
9 median. Pedestrian and bicycle accommodations  
10 will be included as a part of this alternative.  
11 The next alternative, Alternative 5,  
12 extends 3 miles and applies to the western  
13 segment of the MD 175 corridor, between Brock  
14 Bridge Road and Reece Road. This alternative  
15 will widen the roadway to five lanes generally  
16 following the existing center line of MD 175 and  
17 can tie into Alternative 2, 3, 6 or 6A at Reece  
18 Road.  
19 The proposed typical section consists of  
20 a 66-foot wide roadway which includes one travel  
21 lane, one bicycle compatible travel lane in each  
22 direction, and one continuous 12-foot vehicle  
23 center turn lane. Pedestrian and bicycle

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1 available in the brochure and on the displays.  
2 The third alternative, Alternative 3,  
3 consists of widening approximately 5.5 miles of  
4 MD 175 between Sellner/Race Road and MD 170 from  
5 two and four lanes to six lanes following the  
6 existing center line. The proposed typical  
7 section consists of two 39-foot wide roadways,  
8 which include two travel lanes and one bicycle  
9 compatible travel lane in each direction,  
10 separated by an 18-foot median.  
11 Alternative 3 can tie into Alternative 4  
12 or Alternative 5 west of Sellner/Race Road.  
13 Pedestrian and bicycle accommodations will be  
14 included as a part of this alternative.  
15 Alternative 3 will also include the  
16 reconstruction of the MD 175 bridges over MD 295,  
17 and Marc/Amtrak railroad close to their current  
18 alignments.  
19 The next mainline alternative is  
20 Alternative 4 Modified. Alternative 4 Modified  
21 extends 3 miles and only applies to the western  
22 segment of the MD 175 corridor between Brock  
23 Bridge Road and Reece Road. This alternative

1 accommodations will be included as part of this  
2 alternative.  
3 The sixth alternative, Alternative 6,  
4 incorporates all of the improvements of  
5 Alternative 3, but proposes a southern and  
6 norther alignment shift to minimize or avoid  
7 environmental impacts and/or commercial and  
8 residential displacements.  
9 The Alternative 6 alignment proposes new  
10 bridges at two locations, namely MD 175 over MD  
11 295, and MD 175 over the Marc/Amtrak railroad.  
12 Pedestrian and bicycle accommodations will be  
13 included as a part of this alternative.  
14 The last mainline alternative being  
15 considered, Alternative 6A, is a Resource  
16 Minimization alternative. Alternative 6A  
17 includes the same typical section and utilizes  
18 the same alignment as Alternative 6 between  
19 Sellner/Race Road and MD 32. But Alternative 6A  
20 proposes a northern alignment shift to minimize  
21 or avoid environmental impacts and/or  
22 commercial/residential displacements along the  
23 south side of MD 175 between MD 32 and MD 170.

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1 The shifted alignment proposes a new  
2 bridge at MD 175 over the Marc/Amtrak railroad.  
3 In addition to the mainline  
4 alternatives, an option is being considered for  
5 the MD 175 mainline.  
6 The mainline option, called 21 « Street  
7 option, is compatible with all the build  
8 alternatives, excluding the TSM alternative.  
9 This alternative proposes a southern alignment  
10 shift from Disney Road to Reece Road in order to  
11 provide more distance to existing Fort Meade  
12 buildings for safety.  
13 Five interchange options are under  
14 consideration for the MD 175 and MD 295  
15 interchange.  
16 The first interchange option, Option A2  
17 is compatible with Alternative 6 and 6A. This  
18 option utilizes a mainline shift to the north  
19 with a single point urban interchange. All of  
20 the ramps to and from MD 295 at MD 175 will be  
21 realigned to function with one traffic signal in  
22 the center of the MD 175 bridge over MD 295 to  
23 control all conflicting movements.

1 Blobs Option A. With this option, drivers will  
2 exit at two points along the proposed outer ramp  
3 in the southeast quadrant of the MD 175/MD 295  
4 interchange.  
5 Drivers destined to Clark/Max Blob's  
6 Park Road will exit mid-ramp onto Max Blob's Park  
7 Road and travel to the signalized intersection  
8 with MD 175 to access Clark Road. Drivers  
9 destined to MD 175 eastbound and westbound will  
10 continue on the relocated interchange ramp to the  
11 MD 175/MD 295 signalized intersection.  
12 The last interchange option is Max  
13 Blob's Option B. With this option, drivers will  
14 exit at two points along the proposed outer ramp  
15 in the southeast quadrant of the MD 175/MD 295  
16 interchange. Drivers destined to Clark/Max  
17 Blob's Park Road and MD 175 eastbound will exit  
18 mid-ramp onto Max Blob's Park Road and travel to  
19 the signalized intersection with MD 175.  
20 Drivers destined to MD 175 westbound  
21 will continue on the relocated interchange ramp  
22 to the MD 175/MD 295 signalized intersection.  
23 Next, the four Fort Meade access options

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1 The second interchange option, Option E,  
2 is also compatible with Alternative 6 and 6A.  
3 Option E utilizes a northerly shift in the  
4 alignment of MD 175 with a full diamond  
5 interchange. This option will eliminate all loop  
6 ramps and relocate the traffic movements provided  
7 by each of the loop ramps onto left turns at  
8 signalized intersections in each of the four  
9 quadrants of MD 175.  
10 The third option, Option F, is  
11 compatible with Alternative 3. Option F is a  
12 partial cloverleaf interchange option which  
13 proposes to hold the existing southern edge of  
14 the roadway along MD 175 in the interchange area,  
15 and will eliminate the loop ramps in the  
16 northeast and northwest quadrants.  
17 Traffic movements will be relocated onto  
18 left turns at signalized intersections with MD  
19 175 in the southeast and southwest quadrants  
20 respectively.  
21 The next two options for the MD 175 and  
22 MD 295 interchange are ramp options for the  
23 southeast quadrant. The first option is Max

1 will be described. Currently Fort Meade has four  
2 gates that operate along MD 175. These gates are  
3 located at Rockenbach/Ridge Road, Reece Road,  
4 Mapes Road and Llewellyn Avenue.  
5 The first Fort Meade access option is  
6 called the General Fort Meade Access Option A.  
7 This option consists of at-grade intersection  
8 widening at Rockenbach Road, Reece Road, Mapes  
9 Road and Llewellyn Avenue.  
10 This option will not significantly  
11 change the way drivers enter or exit Fort Meade  
12 onto MD 175, but will increase the capacity of  
13 the subject intersections by adding left turn  
14 lanes, right turn lanes, and/or through lanes.  
15 The second Fort Meade access option is  
16 General Fort Meade Access Option B. General Fort  
17 Meade Access Option B consists of a continuous  
18 flow intersection with an at-grade intersection  
19 improvement at either Reece Road or Mapes Road.  
20 The result is a reduction in travel delays and  
21 increased capacity at either Reece Road or Mapes  
22 Road.  
23 The third Fort Meade access option is

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1 Reece Road Option B Modified. This option will  
2 provide a new exit from Fort Meade at 18th  
3 Street. Drivers wanting to travel westbound on  
4 MD 175 will exit Fort Meade using a grade  
5 separated bridge that passes over eastbound MD  
6 175 and merges onto westbound MD 175. All of the  
7 other MD 175 entrances into Fort Meade, including  
8 Reece Road, will remain in operation and will be  
9 widened.

10 The last Fort Meade access option is  
11 Mapes Road Option B. This option will  
12 significantly enhance the capacity of Mapes Road  
13 entrance to Fort Meade by providing a ramp for  
14 westbound MD 175 traffic to enter the fort using  
15 a grade separated bridge over eastbound MD 175.

16 To exit Fort Meade, drivers traveling  
17 westbound and northbound will use the at-grade  
18 intersection, signalized intersection at Mapes  
19 Road and MD 175 as current conditions. Drivers  
20 traveling eastbound will have a free right turn  
21 onto MD 175, thus avoiding the signalized  
22 intersection.

23 Bradley Smith will now present the

1 Places.

2 In accordance with Section 106 of the  
3 National Historic Preservation Act, this public  
4 hearing provides the opportunity for public input  
5 regarding effects on historic resources. Public  
6 views on the resolution of adverse effects on  
7 historic resources are being sought.

8 The Maryland Historical Trust has  
9 concurred with SHA's determination that the  
10 project would have adverse effects on historic  
11 properties within the study area. In addition,  
12 the build alternatives, excluding the TSM  
13 alternative, may impact the Nichols-Bethel  
14 Cemetery.

15 The Odenton Historic District and the  
16 Jones House would be adversely affected under  
17 Alternatives 3 and 6, but not Alternative 6A,  
18 which shifts to avoid these resources. The only  
19 contributing element to the Odenton Historic  
20 District that would be directly impacted by any  
21 of the build alternatives is the Jones House  
22 property.

23 The Jones House property would be

1 preliminary results of the environmental studies  
2 performed for this project. Bradley.

3 MR. SMITH:

4 Thank you, Danielle. The State Highway  
5 Administration conducted a detailed environmental  
6 analysis of the study area to determine the  
7 environmental consequences of the proposed  
8 alternatives.

9 A comparison of impacts for each  
10 alternative and option is provided in the summary  
11 of impacts table in your brochure.

12 Up to five residential displacements and  
13 a maximum of 41 business displacements may be  
14 required with the build alternatives. Depending  
15 on the alternative, up to 130.5 acres of right-  
16 of-way acquisition may be required.

17 Four historic properties are identified  
18 within the study area. The Odenton Historic  
19 District, the Jones House and the Trusty Friend  
20 are eligible for listing in the National Register  
21 of Historic Places, and the Baltimore-Washington  
22 Parkway, owned by the National Park Service, is  
23 listed on the National Register of Historic

1 displaced by both mainline alternatives 3 and 6.  
2 Alternative 3 widens to both sides of the  
3 existing roadway, while Alternative 6 proposes an  
4 alignment shift to the south to avoid the  
5 Nichols-Bethel Church Cemetery.

6 The Trusty Friend property would be  
7 adversely affected by the grading and pavement  
8 impacts to its frontage as a result of widening  
9 MD 175 under either Alternative 4 Modified, or 5.  
10 The house would remain set back over 300 feet  
11 from the proposed edge of roadway, and no impacts  
12 to its access are anticipated.

13 The Baltimore-Washington Parkway would  
14 be adversely affected by all build alternatives  
15 except for the TSM and interchange options A2 or  
16 Option E if chosen. Interchange Option F would  
17 have no adverse effect on the Baltimore-  
18 Washington Parkway.

19 Up to 1,635 linear feet of streams would  
20 be impacted by MD 175 roadway improvements,  
21 excluding the TSM alternative. Seventeen  
22 wetlands exist throughout the project area.

23 The State Highway Administration,

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1 through consultation with the U.S. Army Corps of  
2 Engineers, has identified waters of the United  
3 States, including jurisdictional wetlands that  
4 are regulated by Section 404 of the Clean Water  
5 Act.

6 Impacts to open water/wetlands would  
7 range from 0.2 acre to 2.3 acres depending on the  
8 build alternative and options. This public  
9 hearing provides the opportunity to present  
10 views, opinions and information which will be  
11 considered by the Corps in evaluating a  
12 Department of the Army permit.

13 All comments received will become part  
14 of the formal project record. Copies of any  
15 written comments expressing concern for aquatic  
16 resources may be submitted to Mr. Jack J. Dinne,  
17 U.S. Army Corps of Engineers, P.O. Box 1715,  
18 Baltimore, Maryland 21203-1715 until July 31,  
19 2008.

20 The Corps' permit decision will be based  
21 on an evaluation of the probable impacts,  
22 including the direct, secondary and cumulative  
23 impacts to the proposed, of the proposed project

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1 There are up to 80 properties with the  
2 potential for hazardous materials that could be  
3 affected by the build alternatives. Depending on  
4 the area required for acquisition, further  
5 investigations of some or all of these sites  
6 could be required and would be conducted prior to  
7 the acquisition.

8 Noise level measurements were conducted  
9 within the study area. Eight noise sensitive  
10 areas would experience build year noise levels  
11 which approach or exceed the Federal Noise  
12 Abatement criteria as a result of the build  
13 alternatives.

14 Based on the noise analysis, two of  
15 these locations warrant further consideration of  
16 noise abatement measures.

17 A final decision on the implementation  
18 of noise abatement measures will be made during  
19 the design phase of the project.

20 This concludes the environmental  
21 overview. Please refer to the brochure for  
22 additional information.

23 Ms. Susan Bauer of District 5 Right-of-

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1 on the public interest.

2 The benefits which may be reasonably,  
3 which may reasonably be expected to occur from  
4 the proposed project may be balanced against its  
5 reasonable, foreseeable detriments. All factors  
6 which are relevant to the proposed project will  
7 be considered, including cumulative effects.

8 Among these factors are conservation,  
9 economics, aesthetics, general environmental  
10 concerns, wetlands, cultural values, fish and  
11 wildlife values, flood hazards, flood plain  
12 values, land use, shoreline erosion and  
13 accretion, recreation, water supply and  
14 conservation, water quality, energy needs,  
15 safety, threatened and endangered species,  
16 parklands, community and business impacts, and in  
17 general the needs and welfare of the people.

18 Up to 32.2 acres of woodland impacts  
19 would occur under the build alternatives and  
20 various options. Most forest impacts would occur  
21 along the existing roadway. The Maryland  
22 Reforestation Law requires a 1 to 1 replacement  
23 ratio for forest impacts.

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1 Way will now describe the procedures by which  
2 right-of-way is acquired for highway projects.  
3 Susan.

4 MS. BAUER:

5 Thank you, Bradley. Good evening,  
6 ladies and gentlemen. The acquisition of right-  
7 of-way and relocation assistance on this project  
8 cannot be undertaken until funds are programmed  
9 and included in the consolidated transportation  
10 program.

11 The procedures for acquiring properties  
12 by the State Highway Administration differ  
13 somewhat from the normal real estate transaction  
14 between individuals. The State Highway  
15 Administration is required to secure at least one  
16 appraisal on each affected property, and to offer  
17 the owners the amount determined by the appraisal  
18 to be just compensation for the property rights  
19 to be acquired.

20 Each property owner will be provided an  
21 opportunity to accompany the appraiser during the  
22 inspection of the property. After just  
23 compensation is established, a real estate

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1 officer will meet with you or contact you by  
2 letter to discuss the acquisition and how the  
3 construction will affect your property at that  
4 time.

5 Our representatives will also answer  
6 your questions and explain the offer. If the  
7 state and the property owner cannot reach an  
8 agreement through negotiations, the rights of the  
9 property owner will be protected by acquiring the  
10 property rights through the eminent domain  
11 process.

12 This process provides a means for the  
13 property owner's point of view to be heard and  
14 permits the amount of just compensation be  
15 established by either a board of property review,  
16 a judge or a jury based on the testimony given on  
17 behalf of both the owner and the state.

18 I assure you that we make every effort  
19 to keep our negotiations on a friendly basis.

20 In addition to the amount paid for the  
21 property, the state's Relocation Assistance  
22 Program will provide advisory assistance and may  
23 provide certain monetary payments to homeowners

1 for each alternate is shown in the summary of  
2 alternates in the project brochure as well.  
3 Representatives of the State Highway  
4 Administration are available at the mapping wall  
5 displays to answer any specific questions that  
6 you may have regarding this project. I will be  
7 available after the meeting as well to answer any  
8 questions you may have regarding the Relocation  
9 Assistance Program.

10 If, at a later date, questions arise,  
11 please feel free to contact me at my office in  
12 Annapolis. The address and phone number are  
13 found in the project brochure as well.

14 Now Troy H. Parham will explain and  
15 summarize the department's Title VI program.  
16 Troy.

17 MR. PARHAM:

18 Thank you, Susan. Good evening. I am  
19 an Equal Opportunity Officer from the Office of  
20 Equal Opportunity at the State Highway  
21 Administration. I will explain the significance  
22 of Title VI and Executive Order 12898 - the  
23 Environmental Justice Act as they relate to this

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1 and tenants which must relocate. Additional  
2 allowances may be paid for moving expenses. Each  
3 case will also be analyzed and be informed of  
4 your eligibility by the relocation assistance  
5 officer to the project. No person will be  
6 relocated without a minimum of at least 90 days  
7 notice.

8 Each case will be analyzed and you will  
9 be informed of your eligibility by the relocation  
10 officer to the project.

11 Brochures entitled "Your Land and Your  
12 Highways" and "Relocation: Your Rights and  
13 Benefits" are available from the receptionist and  
14 at our table out in the big room. These  
15 brochures explain the procedures used by the  
16 State Highway Administration for acquiring rights  
17 of way and explains your rights and benefits  
18 provided through the Relocation Assistance  
19 Program.

20 It should answer many of your questions  
21 regarding the acquisition process and the  
22 Relocation Assistance Program.

23 Right-of-way and relocation information

1 joint public hearing.

2 Title VI is an amendment to the Civil  
3 Rights Act of 1964 which prohibits discrimination  
4 on the grounds of race, color or national origin  
5 in any program receiving federal financial  
6 assistance.

7 Supplemental legislation also prohibits  
8 discrimination on the basis of sex, age,  
9 religion, physical and/or mental handicap.

10 To assure compliance with this important  
11 mandate, the State Highway Administration  
12 established a Title VI unit. To date, each of  
13 our offices involved in this project has complied  
14 with that mandate. It is the Title VI unit's  
15 responsibility to make sure that all phases of  
16 the MD 175 project planning study are completed  
17 in a non-discriminatory manner from their initial  
18 planning stages through the actual construction  
19 of the project.

20 The purpose of the Environmental Justice  
21 Executive Order is to identify and address  
22 disproportionately high and adverse human health  
23 or environmental effects on minority populations

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1 or low income populations. An important  
2 objective of this order is to encourage public  
3 participation of these groups in the planning  
4 process.

5 I am requesting your participation in  
6 assisting us with our compliance efforts to  
7 ensure that all phases of the transportation  
8 process are carried out successfully. For more  
9 specific information concerning the Title VI  
10 legislation and environmental justice, I refer  
11 you to the brochures which are on the  
12 receptionist's table.

13 However, if you feel that you have been  
14 the recipient of any type of discriminatory  
15 treatment, you may address your concerns in  
16 writing to Ms. Jennifer Jenkins, Director of the  
17 Office of Equal Opportunity at the address listed  
18 in the brochure.

19 I will now yield the floor back to  
20 Gregory so he can proceed with the hearing.

21 MR. WELKER:

22 Thank you, Troy. This concludes our  
23 formal presentation. A comment box has been

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1 comments to issues of concern within the study  
2 area.

3 There will be a 3-minute time limit for  
4 each speaker and time cannot be transferred to  
5 another person. Additional testimony may be  
6 given privately to a court reporter or in  
7 writing.

8 There is no time limit for private or  
9 written testimony. Please direct your attention  
10 to the example of the timer on the screen. Once  
11 the screen turns red, your time will be up.

12 If anyone has a comment about the  
13 roadway system outside the limits of the study,  
14 they are encouraged to discuss their concerns  
15 with the State Highway Administration staff at  
16 the end of the hearing.

17 When I call your name, please come  
18 forward to the microphone. You may use either  
19 the microphone at the front of the aisle or the  
20 one that's in the middle of the aisle.

21 After all of the registered speakers are  
22 finished, anyone else who wishes to speak may do  
23 so. Please give your name, address and

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1 placed on the receptionist's table for written  
2 comments. You may also submit written comments  
3 on the mailers included in the project brochures.

4 As I mentioned earlier, all testimony  
5 will be made part of the project record and will  
6 be considered in the decision making process.

7 We will now prepare to receive the  
8 testimony of anyone who wishes to comment on the  
9 project, starting with the elected officials.

10 Are there any elected officials who  
11 would like to make a statement?

12 MS. BEIDLE:

13 Thank you, Mr. Welker. I just wanted  
14 the people to know I'm here. I'm Maryland State  
15 Delegate Pam Beidle. I have been the Councilman  
16 for many of you for the prior eight years.

17 I'm just really here to listen to your  
18 comments tonight and help you in any way that I  
19 can. Thank you State Highways for holding the  
20 public hearing. Thank you.

21 MR. WELKER:

22 We will now begin with those who have  
23 registered to speak. Please try to limit your

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1 affiliation, if any.

2 May I have Roger White for your  
3 comments?

4 MR. WHITE:

5 My name is Roger White. I'm President  
6 of the Odenton Heritage Society. I'm speaking on  
7 behalf of the Society.

8 Our comments are focused on the 1400  
9 block between Locust Road and Morgan Road just  
10 west of the bridge over the Amtrak/Marc Railroad  
11 in Odenton. Specifically we are advocating the  
12 preservation of the Jones House, a historically  
13 significant late 19th and early 20th Century  
14 dwelling, and the Nichols-Bethel Methodist  
15 Cemetery which began in 1891.

16 The mission of the society and our 274  
17 members is to preserve the history and traditions  
18 of Odenton, a railroad town established in the  
19 1870s. The town grew in a northerly direction  
20 from the present Marc train station.

21 When Route 175 was built in the 1930s,  
22 it bisected a neighborhood populated by railroad  
23 workers and the Nichols Memorial Methodist

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1 Protestant Church. Several examples of railroad  
2 workers' homes still exist.  
3 The Jones House is the best preserved  
4 railroad workers' home in Odenton, and an  
5 excellent example of an Anne Arundel County  
6 dwelling of the period. It is largely intact and  
7 original inside and out. Three generations of  
8 railroad workers, men and women, lived in the  
9 house. The Jones House is eligible for the  
10 National Register of Historic Places and is a  
11 contributing factor to the Odenton Historic  
12 District which also is eligible for the Register.  
13 We strongly advocate a highway  
14 alternative that does not adversely impact or  
15 displace the Jones House.  
16 The Nichols-Bethel Methodist Cemetery  
17 contributes to our town's history. Odenton's  
18 town founders and its first businessmen are  
19 buried there with descriptive markers. The  
20 Marion Watts graves and monuments are immediately  
21 adjacent to Route 175.  
22 Several railroad workers are buried  
23 there, Gordon Babe Phelps, an Odenton native who

1 that an environmental impact statement be  
2 prepared for the project and all alternatives.  
3 We will be submitting detailed comments in  
4 writing shortly. Thank you.  
5 MR. WELKER:  
6 Claire Louder?  
7 MS. LOUDER:  
8 My name is Claire Louder, and I'm the  
9 Executive Director of the West Anne Arundel  
10 County Chamber of Commerce at 8373 Piney Orchard  
11 Parkway in Odenton.  
12 Having reviewed the current alternatives  
13 for the expansion of Route 175, the Chamber  
14 continues to maintain that it is critical to the  
15 integrity of the Odenton Town Center Master Plan  
16 that the section of Route 175 between 32 and MD  
17 170 remain four lanes preferably with  
18 intersection improvements as included in  
19 Alternative 2, the Transportation Systems  
20 Management Plan.  
21 We believe that this alternative is most  
22 consistent with the pedestrian friendly concept  
23 contained in the Odenton Town Center Master Plan,

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1 played major league baseball with the Brooklyn  
2 Dodgers is buried there with a pictorial markers.  
3 We strongly advocate a highway alternative that  
4 does not adversely impact or displace the  
5 Nichols-Bethel Methodist Cemetery. Thank you.  
6 MR. WELKER:  
7 Thank you. David Tibbetts?  
8 MR. TIBBETTS:  
9 Good evening, ladies and gentlemen. I  
10 am David Alan Tibbetts, President of the Greater  
11 Odenton Improvement Association.  
12 We wish to go on record in supporting  
13 the following two choices of alternatives. We  
14 split the project at the MD 32 interchange for  
15 our evaluation and comment purposes. We support  
16 from the road from 32 to 170 a/k/a the Telegraph  
17 Road interchange, we support Alternative 2  
18 modified to include transportation system  
19 management with improvement to pedestrian and  
20 bicycle accommodations and upgrades to the  
21 intersection.  
22 For the project on the west from 32 to  
23 295, we support Alternative 6. We also request

1 particularly in the core area encompassed by this  
2 section.  
3 We compliment the State Highway  
4 Administration on their inclusion in the latest  
5 study of the statement regarding context-  
6 sensitive solutions, recognizing the importance  
7 of preserving and enhancing a community's  
8 character, and believe this is clearly in the  
9 area where such principles should be considered  
10 overriding factors.  
11 Though many people look at the North  
12 Odenton area flanking Route 175 and see an area  
13 they consider expendable, those of us who work  
14 daily with the development community recognize  
15 the tremendous amount of effort that has gone  
16 into redevelopment projects for this tract, many  
17 of which are close to groundbreaking.  
18 Because the Odenton Town Center Master  
19 Plan requires that structures be built adjacent  
20 to the road, there is little room for the  
21 properties opposite Fort Meade to give up right  
22 of way. Once these tracts are redeveloped and  
23 initial permits have already been issued now, the

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1 cost to the state of exercising eminent domain on  
2 these properties will go up exponentially.

3 We therefore encourage the state to  
4 identify their chosen alternatives as soon as  
5 possible before redevelopment occurs so changes  
6 can be made to site plans if necessary and to  
7 obtain right-of-way from Fort Meade rather than  
8 from the North Odenton business community.

9 Alternative 6 appears to largely meet  
10 this goal. However, because the developers of  
11 these redeveloping properties which include a  
12 Class A office building with first floor retail  
13 and two service stations, were not notified  
14 during the initial April property owner meetings,  
15 apparently due to confusion over who the owners  
16 of record were. We have not been able to  
17 determine with absolute certainty that this is  
18 the case.

19 Because of the businesses currently  
20 existing on the north side of 175 between Reece  
21 Road and MD 32, as well as those developing,  
22 access is also an important issue. While the  
23 alignment of Alternative 6 appears to be the best

1 Annapolis, Maryland.

2 John R. Leopold, the Anne Arundel County  
3 Executive, has asked me to emphasize key points  
4 about this project.

5 First, the county wishes to reiterate  
6 that Annapolis Road from Telegraph Road to the  
7 Baltimore Washington Parkway remains the county's  
8 highest construction priority. It has indicated  
9 that in the last four construction priority  
10 letters addressed to the Secretary of  
11 Transportation.

12 Second, the county wishes to thank the  
13 State Highway Administration for its continued  
14 efforts to advance this project through the  
15 planning process and expedite construction with  
16 the most needed segments.

17 Third, the county wishes to stress that  
18 the design and construction of this roadway must  
19 serve the increased travel demands associated  
20 with base realignment and closure with the very  
21 recently signed enhanced use lease which is  
22 adding an additional 10,000 jobs in the area, and  
23 the other forecast growth in and around the

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1 option, it does significantly curtail access to  
2 the businesses on the north side of the road.  
3 Additional mid-block crossovers in this section  
4 are critical to the successful redevelopment of  
5 North Odenton as envisioned by the Odenton Town  
6 Center Master Plan to make this a successful  
7 commercial district.

8 Without such access, redevelopment of  
9 this area is likely to grind to a halt due to the  
10 inability of customers to easily reach their  
11 destinations. Alternatively or in combination, a  
12 limited access service lane on the north side of  
13 Route 175 has suggested in the 1999 Maryland  
14 Route 175 roadway plan would also expedite  
15 traffic flow while improving safe access to north  
16 side businesses. Thank you.

17 MR. WELKER:

18 George Cardwell?

19 MR. CARDWELL:

20 Good evening. For the record, my name  
21 is George Cardwell, Planning Administrator, Anne  
22 Arundel County Office of Planning and Zoning,  
23 Transportation Division, 2664 Riva Road,

1 Odenton area.

2 However, a segment of this project  
3 specifically between the Amtrak Penn line bridge  
4 and the MD 32 ramp forms the main street of the  
5 Odenton Town Center and must be limited to four  
6 lanes with an appropriate median, multipurpose  
7 trail and sidewalks.

8 The needs of those using 175 must be  
9 balanced against the impacts of the development  
10 in the community of the Odenton Town Center area.  
11 Development of the town center is a common goal  
12 of both the county and the state administrations,  
13 and a multi-line, high designed speed facility  
14 really is not compatible with traditional town  
15 center design, especially a town center focus on  
16 transit access.

17 Fourth, the county wishes to indicate to  
18 the State Highway Administration that several  
19 aspects of the town center master plan should  
20 have a bearing on the final design and  
21 construction of this segment and should be  
22 considered by the State Highway Administration.

23 Among those are that a lower level of

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1 service is possible and acceptable in the town  
2 center. Level Service D is not necessarily the  
3 design standard in the town center.

4 Secondly, the lower design speed is  
5 possible and reasonable within the town center.  
6 This is a main street of a walkable, livable  
7 community, and a 45-mile-an-hour design speed is  
8 probably not appropriate in that area.

9 Third, that the Maryland 175 should be  
10 seen as a grid, as part of a grid of streets  
11 within a town center area. Considering MD 32 and  
12 the now-funded Odenton town Center Boulevard as  
13 being part of that. All of which are reasons to  
14 consider a 4-lane section.

15 The county's goal in the MD 175 project  
16 planning study is to identify an alternative that  
17 can be constructed for the least cost with the  
18 least impact to the natural build environment.  
19 Increased right-of-way impacts in the town center  
20 will serve to defeat our common goals of a  
21 livable, walkable town center, will increase the  
22 costs and impacts, and also likely firstly affect  
23 the project schedule.

1 specific alternatives and published information  
2 for this joint location design public hearing, we  
3 have the following findings and recommendations.

4 Alternatives west of Reece Road are  
5 acceptable. However, we still have questions as  
6 to the validity of some assumptions for traffic  
7 generation at MD 295 and 175. Although the  
8 information in the frequently asked questions  
9 indicate the traffic cannot be diverted solely  
10 onto MD Route 32. The two reasons given do not  
11 preclude traffic from gaining access to 175  
12 through Fort Meade. The study still has not  
13 addressed how some access via Route 32 might  
14 allow for some reduction for certain improvements  
15 included in the current alternatives.

16 From Reece Road east to MD 32, we  
17 believe the alternative study and propose to date  
18 do irreparable harm to existing businesses on the  
19 north side of Route 175 and will result in added  
20 acquisition costs that can endanger funding for  
21 the entire project.

22 In this case, we strongly recommend the  
23 section recommended in the 1999 Route 175 Roadway

1 Therefore, the county requests that you  
2 give full consideration of these issues and a  
3 final choice when it is made. We will provide  
4 further comments, detailed comments to the  
5 document within due time. Thank you.

6 MR. WELKER:

7 Jay Winer?

8 MR. WINER:

9 Good evening. My name is Jay Winer, and  
10 I'm President of AJ Properties located at 8373  
11 Piney Orchard Parkway at its intersection with MD  
12 Route 175, the subject of this hearing.

13 I also serve as the Chair of the  
14 Economic Development Committee for the West Anne  
15 Arundel County Chamber of Commerce, and these  
16 comments reflect the collective study findings  
17 and recommendations of that committee regarding  
18 this project.

19 We have previously stated our questions,  
20 concerns and objections to some of the proposed  
21 alternatives which we note have been partially  
22 highlighted in the context of sensitive solutions  
23 published for this hearing. Addressing the

1 Master Plan to utilize to construct a limited  
2 access service lane to serve existing businesses  
3 and allow for redevelopment as supported by your  
4 own statements.

5 Last and most critical of all is our  
6 finding that while the no-build alternative is  
7 not favored, it would be preferable to either  
8 Alternative 6 or 6A for the section east of MD 32  
9 to MD 170.

10 This section of road includes the  
11 complete frontage of the Odenton Town Center  
12 core. It also includes the entire frontage for  
13 the transit-oriented development project for the  
14 Odenton Marc Train station, which is a project of  
15 the Maryland Department of Transportation.

16 A 6-lane divided roadway with median  
17 would eliminate existing businesses and prohibit  
18 many projects planned for the town center, some  
19 of which are processing for approvals now from  
20 ever taking place.

21 Again, it is the stated purpose of this  
22 project to support the town center, and the only  
23 way to do so is to modify the alternative to a 4-

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1 lane section, including a center turn lane, or  
2 adding a center turn lane with or without a  
3 median.

4 Again, the 1999 Route 175 roadway master  
5 plan also supported this type of section, and it  
6 is the one and only way to encourage support and  
7 adequately serve the Odenton Town Center. Thank  
8 you.

9 MR. WELKER:

10 Ken Clauson?

11 MR. CLAUSON:

12 I'm Ken Clauson. I'm a government  
13 employee here at Fort Meade and a resident of  
14 Crownsville. I have an interest in all of the, I  
15 want to thank all of the project staff for  
16 actually including cycling as a recognized mode  
17 of transportation, and that all of the  
18 construction plans also include enhanced cycling  
19 safety. Particularly on Route 175.

20 My commute, that's probably the worst  
21 part of my commute from Crownsville is on the way  
22 home on the section from Llewellyn through the  
23 3/2 interchange. So anything that enhances that

1 But there is also the appearance, from  
2 everything we've had in our conversations over  
3 the last 18 months with the state, that you guys  
4 already made your decision that Alternative 6A is  
5 probably your choice.

6 For the record, the Jessup Improvement  
7 Association does not agree with Alternatives 2,  
8 3, 5 and 6A. None of those are acceptable.  
9 Alternative 4 has some merit, but needs  
10 adjustment. None of the interchange options for  
11 MD 295 and MD 175 are acceptable to the Jessup  
12 Improvement Association.

13 We also ask that you guys look at Route  
14 32 as an additional way to get access to Fort  
15 Meade as well to handle that. We have also  
16 determined flaws in the study in how you have  
17 approached it. Tonight is the first night you  
18 have ever indicated with any alternatives what  
19 level of services are expected.

20 One of the strange things we see right  
21 off the bat is that 4 lanes through the western  
22 portion, for 6 lanes through the western portion,  
23 you have the same level of service. Why build

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1 is a good thing.

2 I also recommend looking at, and I know  
3 it is slightly off the scope of this, but the  
4 Gate 2 Fort Meade by the Marc Station, enhancing  
5 ability for people to commute by bicycle from the  
6 residential areas around here to the Marc  
7 Station, from the Marc Station into Fort Meade,  
8 and also from just along the 175 corridor into  
9 Odenton.

10 I won't rehash all of the common sense  
11 and reasons in why cycling is a good thing.  
12 Thank you.

13 MR. WELKER:

14 Kevin Fields?

15 MR. FIELDS:

16 Good evening. My name is Kevin Fields.  
17 I represent the Jessup Improvement Association.

18 The first thing we'd like to address  
19 with the study is the fact that we're looking at  
20 joint location and we really have a preferred  
21 alternative. We would like to have a preferred  
22 alternative to look at, give us more to comment  
23 on in how to handle that.

1 the extra 2 lanes if you have the same level of  
2 service?

3 Your analysis fails to include the  
4 additional intersections that will come with  
5 development. There are large numbers of  
6 developments that will go in, a lot of stop  
7 lights to get those large housing and commercial  
8 your analysis fails to include that and  
9 probably doesn't work in your level of service  
10 numbers.

11 Another thing is for some reason or  
12 other, a 4-lane road alternative combined with a  
13 6-lane road alternative is more expensive than a  
14 6-lane alternative. Something is wrong with the  
15 math or something has been added up wrong to make  
16 that work right.

17 The study fails to go outside the  
18 existing roadbed. It is strictly there at 175  
19 and does not look at any other alternatives such  
20 as 32 or 100. This all goes back to the same  
21 thing that we feel point one is. You've already  
22 made your decision and all you're trying to do is  
23 justify it here tonight.

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1 Land acquisition. You've asked members  
2 of the community to give up a lot of land to take  
3 care of this, yet you resolve that you will not  
4 contact the architecture of the capitol as far as  
5 getting a lease or easement through their  
6 property, if it's even required. I'd argue that  
7 it's even required.

8 Next is the way this thing is planned  
9 out, Route 175 is a single point of access to  
10 Fort Meade. This and NSA are trapped in there.  
11 If there are any card-carrying terrorists here  
12 tonight, take note. If you want to shut this  
13 place down, you shut down 175 and you shut down  
14 Fort Meade.

15 The cost just between last spring when  
16 you did your alternative study and now has  
17 already gone up 25 percent across the board. I  
18 expect you're still low. The cost of \$400  
19 million and change is probably a whole lot closer  
20 to a billion dollars for 6 miles of road. And  
21 that's assuming that you take Alternate 6 to  
22 shift the study.

23 You guys need to develop a plan that's

1 maximum number of grave sites of about 2,032,  
2 using our standard 31.5 square feet per grave  
3 site.

4 To determine the actual number of grave  
5 sites within our cemetery is difficult due to the  
6 fact that the cemetery records were destroyed in  
7 a fire in 1939, the fact that many of the grave  
8 sites were used and are unmarked and are blocked  
9 by trees and walkways.

10 All I can say is there is less than  
11 2,032 grave sites. The exact number of people  
12 buried in the cemetery is also unknown, but we  
13 know at least 393 people are buried there.

14 According to our records, the earliest  
15 known burial in Nichols-Bethel Cemetery took  
16 place on January 13, 1875. The cemetery has been  
17 in continuous use for over 133 years. It should  
18 be noted that the cemetery predates the original  
19 church building on the site which was formally  
20 opened on April 4, 1981. The closing service in  
21 this building was held on September 16, 1962.

22 The church building only lasted 71  
23 years, and in our view, the cemetery is sacred

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1 usable and that we can live with. This plan is  
2 not it.

3 Finally, the alternatives are  
4 unacceptable. We recommend that you start over  
5 and do a real study that works. Thank you.

6 MR. WELKER:

7 Charles Billings?

8 MR. BILLINGS:

9 I'm here to talk about the cemetery, so  
10 it's a little bit different. My name is Charles  
11 Billings. I'm here representing Nichols-Bethel  
12 United Methodist Church, who is the owner of  
13 Nichols-Bethel Cemetery, located at MD 175  
14 between Locust Road and Town Center Boulevard.

15 Nichols-Bethel United Methodist Church  
16 is located at 1239 Murray Road, Odenton,  
17 Maryland. We firmly oppose MD 175 Alternative 6A  
18 and Alternative 3 and any alternative which would  
19 involve the disinterment of any of the grave  
20 sites in the cemetery.

21 According to our records, the Nichols-  
22 Bethel United Methodist Cemetery covers an area  
23 of approximately 1.47 acres which allows for a

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1 ground forever. I want to communicate to you  
2 that the decision of the administrative board of  
3 Nichols-Bethel United Methodist Church regarding  
4 this project.

5 On April 24th, 2008, Nichols-Bethel  
6 United Methodist Church's administrative board  
7 unanimously passed the following resolution.  
8 Whereas two of the MD 175 alternatives,  
9 Alternative 6A and Alternative 3 presented by the  
10 Maryland State Highway Administration on April 7,  
11 2008 will require taking part or most of the  
12 Nichols-Bethel United Methodist Church cemetery,  
13 whereas one of the MD 175 alternatives,  
14 Alternative 6, would have the least impact on  
15 Nichols-Bethel United Methodist Church cemetery.

16 Therefore, the administrative board of  
17 the Nichols-Bethel United Methodist Church hereby  
18 opposes the MD 175 Alternative 6A, Alternative 3  
19 and any alternative which would involve the  
20 disinterment of any of the grave sites of  
21 Nichols-Bethel United Methodist Church due to the  
22 widening of MD 175.

23 To the extent that Alternative 6 does

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1 not involve the disinterment of any grave sites,  
2 the administrative board of Nichols-Bethel United  
3 Methodist Church would support this alternative.  
4 Thank you.

5 MR. WELKER:

6 Ken Humbert? Is Ken Humbert here?  
7 Douglas Whittle?

8 MR. WHITTLE:

9 I just want to reiterate what Charles  
10 Billings said. I represent Nichols-Bethel United  
11 Methodist Church, too.

12 I know that that is a historic cemetery  
13 that has, that is at the center in the focus of  
14 the history of the town of Odenton. I'd like to  
15 say that history is not necessarily simply a  
16 matter of what is written in books about people  
17 like Abraham Lincoln and George Washington.

18 History involves the history of your  
19 town and of your people. That cemetery is at the  
20 center in the focus of the history of Odenton.  
21 Some of the most wealthy people and most  
22 important people of the town's history, like the  
23 Murray's and the Watts' are buried there.

1 Well, I informed him that he truly did  
2 not have the right-of-way. He then told me that  
3 ma'am, I don't know what you're talking about.  
4 You don't know what you're talking about. A stop  
5 work order ensued, and the developer then had to  
6 hold conversations with myself and my neighbors.  
7 It was then reached that we would receive a  
8 nominal fee for the damage that was done to our  
9 property, and low and behold if there was any  
10 future problems, to contact them.

11 Well, there has been future problems,  
12 and nothing else has been done. Trust, or lack  
13 thereof.

14 The second thing has to do with changing  
15 the zoning to C1 on 175 for approximately five  
16 properties. After having numerous pets, having  
17 rear-end accidents, front-end accidents and my  
18 mailbox destroyed repeatedly because of the  
19 accidents, okay, I decided to support changing to  
20 C1 zoning.

21 Especially since I was told that if the  
22 zoning did change to C1, that I would not be  
23 assessed at commercial rates until I sold my

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1 Somebody named Murray O'Malley and Katherine  
2 O'Malley, who many of you may have known, they  
3 are buried there. Hazel Sanner and Bob Sanner,  
4 Dave Phelps the ball player.

5 That cemetery is important, is at the  
6 center of Odenton's history, and I just want to  
7 urge that all, any plans that involve  
8 disinterring any of the people there be  
9 disapproved because there are alternatives that  
10 would not involve anything like that. Thank you.

11 MR. WELKER:

12 Melanie Hendrick?

13 MS. HENDRICK:

14 I'm Melanie Hendrick and I'm a property  
15 owner at 2850 Jessup Road. My property is right  
16 on 175.

17 My conversation is about trust or lack  
18 thereof. About a couple decades ago, I came home  
19 from work and found a backhoe in my front yard.  
20 When I called the engineer, I was told that it  
21 was based on right-of-way, that they had a right-  
22 of-way to dig after they had already dug my other  
23 neighbor's properties.

1 property. So you can imagine my surprise when I  
2 got my assessment this year and it had raised  
3 astronomically.

4 When I went to the library to talk to  
5 the lovely hearing officer there, he informed me  
6 that we don't care about your house. The reason  
7 your property assessment raised so highly is  
8 because I am being assessed at commercial rates.  
9 Trust, or lack thereof.

10 The third incident has to do with last  
11 year when I attended the hearing and the display  
12 at the high school and was told that low and  
13 behold, any development is actually going to stop  
14 at the hedge line there. Now, I was ecstatic to  
15 hear that because I own that hedge. So here I am  
16 a year later. I come to this hearing and find out  
17 that I'm not going to be able to make a left turn  
18 into my property because of this proposal.  
19 Again, lack of trust.

20 So I and my neighbors are expected to  
21 sit here and trust the elected officials, the  
22 public servants and the developers that what you  
23 tell us is accurate. I'm from Missouri. You've

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1 got to show me. What you've shown me tonight I  
2 don't trust it. My recommendation is Number 1.  
3 Thank you.

4 MR. WELKER:

5 Kevin McPartland?

6 MR. MCPARTLAND:

7 Hi, my name is Kevin McPartland and I  
8 live at 2885 Jessup Road, Jessup, Maryland. It  
9 is also on Route 175.

10 I was a member of the Jessup Maryland  
11 City Small Area Planning Committee, so I have  
12 some knowledge of the issues.

13 What you call Route 175 and urban minor  
14 arterial, we call it Jessup Road. It is our main  
15 street in Jessup. There are houses and small  
16 businesses along there. There is people who live  
17 right on Jessup Road.

18 There are two things that your analysis  
19 missed. First of all, there is a 35 mile-an-hour  
20 speed limit west of the Baltimore Washington  
21 Parkway on Jessup Road. You have no mention of  
22 that. Why is it a 35-miles-an-hour speed limit?

23 Well, it is frequently ignored and

1 lanes each way is ridiculous.

2 At this point, living on Jessup Road,  
3 all of these plans look like a double-barreled  
4 shotgun aimed at the heart of Jessup. It's  
5 really quite scary. I'm afraid, although as the  
6 Jessup Improvement Association has said, 4A has  
7 some merit. I'm afraid that the only answer to  
8 this study is either 1 or 2, Transportation  
9 System Management, or no build until a complete  
10 analysis including the other highways in the  
11 region is completed. Thank you.

12 MR. WELKER:

13 Ben Winstead? Is Ben Winstead here?  
14 Okay.

15 MR. WINSTEAD:

16 Thank you for the opportunity to testify  
17 here tonight. My name is Ben Winstead. I'm a  
18 federal employee here at Fort Meade.

19 By way of credentials, I'm an avid  
20 cyclist. I'm a part-time bicycle commuter. I'm  
21 a parent, I'm a grandfather. I also do bicycle  
22 education and safety advocacy in my community. I  
23 present classes to children in my neighborhood

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1 poorly enforced, but it is a residential area.  
2 That's why it's a 35-mile-an-hour speed limit.  
3 Now, another thing your analysis missed. You did  
4 catch the Trusty Friend as a historic property,  
5 but Anne Arundel County recognizes that area as  
6 a, the Jessup Historic District. The whole  
7 section along Route 175 is a historic district.  
8 All of the homes along that 175 become part of  
9 the context of that Historic district, and that  
10 was ignored in the study.

11 So what do we have? Right now you look  
12 at the peak hour failure of Route 175, and I can  
13 tell you the reason for that peak hour failure is  
14 because people are bailing off of Route 100,  
15 bailing off of Route 32 because those highways  
16 are inadequate for the load on those things. So  
17 I know I'm not supposed to talk about those, but  
18 that is why you're getting the numbers that  
19 you're getting at those peak hours.

20 It is not accurate unless you look at  
21 the entire region, the entire network of highways  
22 here. The idea that you turn Route 175 into a 6-  
23 lane highway while these other roads are just two

1 elementary schools.

2 I also do bike rodeos here in Fort  
3 Meade. I've served as a friend of the committee  
4 for the Maryland Bicycle and Pedestrian Advisory  
5 Committee for several years. I served as a  
6 committee, as a commissioned committee member for  
7 one year, and now I'm back being a friend of the  
8 committee.

9 I'm also the President of a cyclist  
10 advocacy network. It's a private organization of  
11 cyclists and bicycle commuters who work and some  
12 who live here on this installation.

13 My reasons for requesting to speak  
14 before you tonight are several, and I'll try to  
15 address them quickly. There is no priority of  
16 importance. To me, they are all equally  
17 important.

18 I have to say that my impressions of  
19 this project up until tonight was based upon a  
20 meeting or presentation by SHA to the Maryland  
21 Bicycle and Pedestrian Advisory Committee last  
22 year in which the presenters assured us that the  
23 bike lanes were not options. They would be

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William Alan Bodenstein, President

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1 jettisoned for resource constraints or anything  
2 like that. I have to say I'm extremely  
3 disappointed to see bike lanes which are a valid  
4 traffic facility turned to bicycle compatibility  
5 lanes, which they are not. They don't exist in  
6 traffic law.

7 MD 175 is one of only two accesses to  
8 Fort Meade. You've heard that tonight. The  
9 existing bicycle and pedestrian facilities along  
10 175 although not the best are at least adequate.  
11 None of the plans here tonight show me an  
12 improvement. I'm very worried about having  
13 bicycle compatibility lanes so that we get to  
14 compete in just a larger lane.

15 Last year, construction along MD 175, it  
16 was utility construction along 175 rendered the  
17 shoulder unusable for several weeks. During that  
18 time, pedestrians could carefully walk along the  
19 shoulder, but cyclists could not. They had to go  
20 out into the traffic lane. Some detours caused  
21 cyclists to have to go out into the traffic lane,  
22 and there was no alternatives.

23 My time running out, I'm just going to

1 Mainly I want to concentrate my comments  
2 on the hardest part of traversing 175 as either a  
3 pedestrian or cyclist which is the 175/295  
4 interchange. It is a highly dangerous area with  
5 the current cloverleaf system where cars come  
6 turning at high speeds looking to merge over  
7 their left shoulder.

8 If you are a pedestrian and crazy or a  
9 cyclist and slightly crazy and get in the right  
10 lane off to the right, you are now in the blind  
11 spot of cars coming around. Unfortunately, many  
12 of the options that I've seen here don't really  
13 help pedestrian and cyclist safety. Some of the  
14 multi use trails which are excellent ideas and I  
15 highly approve of, do not seem to continue over  
16 that ridge. They seem to end, causing  
17 pedestrians and/or cyclists to then merge with  
18 the roadway yet again on these cloverleaves.

19 I encourage any plan bridge improvements  
20 which were mentioned in the presentation but I  
21 didn't see on any of the boards actually include  
22 bike or pedestrian lanes that are separated from  
23 the traffic. Of the options, I would say E is

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1 jump. We're worried about the interchanges,  
2 we're worried about traffic lights. Traffic  
3 lights do not trigger from bicyclists.

4 One of the last things I do want to part  
5 with, I know it's not part of this project  
6 directly, but it is really in that we are  
7 building bicycle facilities but we're not  
8 providing the education for the use of those  
9 facilities. Our kids don't get the education  
10 from schools, our adults don't get the education  
11 from drivers ed. Thank you.

12 MR. WELKER:

13 Eric Davis?

14 MR. DAVIS:

15 My name is Eric Davis. I'm from  
16 Elkridge, Maryland. I'm also actually a cyclist  
17 as well as a car driver.

18 I first want to express my appreciation  
19 for some of the stated goals and some of the  
20 improvements that have been put in for both  
21 cyclists and pedestrians. I want to ensure that  
22 things like bike lanes and multi-use paths  
23 continue to stay part of the plan.

1 probably the safest with A2 and Max Blob's A and  
2 B being decent.

3 But without a fully continuous separated  
4 path, all the cloverleaf options are still  
5 considered highly dangerous for either a cyclist  
6 or a pedestrian to continue on there.

7 I would like to encourage the bicycle  
8 and pedestrian safety to continue to be part of  
9 the design into these plans. I want to thank you  
10 for the opportunity.

11 MR. WELKER:

12 Kendra Smith?

13 MS. SMITH:

14 Three cyclists in a row. All right. My  
15 name is Kendra Smith. I have been a bicycle  
16 commuter for 17 years.

17 As you all know, cars don't scale. We  
18 keep building roads for just cars, we're just  
19 going to have more cars. So what's the  
20 alternative? We build public transportation, we  
21 make it accessible and easy to use. We be smart  
22 about how we plan so that people have shorter  
23 commute times, and we build roads that

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1 accommodate pedestrians and cyclists so that  
2 people can take Alternative transportation  
3 methods.  
4 Bikes are an excellent alternative,  
5 especially in this area. They are prevalent  
6 along Fort Meade itself where you have a  
7 community of active people and where you have  
8 drivers who understand that there are pedestrians  
9 and cyclists on the road and they watch for them.

10 MD 175 on other hand is currently  
11 exceedingly dangerous for cyclists and  
12 pedestrians and is a significant barrier to such  
13 alternative transportation methods. If the  
14 infrastructure we built, MD 175 would be a great  
15 place to ride a bike or to walk. It could  
16 significantly improve the sort of alternative  
17 transportation methods in the area with access to  
18 Fort Meade, to Odenton, Jessup, Severn, an all  
19 areas beyond.

20 We are not convinced that this project  
21 as stated today accomplishes these goals.  
22 Bicycles need protected lanes. As Ben was

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1 I would like to talk very quickly about  
2 construction. Recently it has been mentioned  
3 there are several projects off of 175 that have  
4 been a large detriment to bicycle commuters.  
5 These have forced bicycles into the traffic line.  
6 There have been gravel shoulders which are non-  
7 navigable by bicycles, and a bump. A bump of one  
8 inch can be devastating to a bicycle, all right?  
9 That can knock you over, that can cause serious  
10 injury.

11 So we ask that construction concerns  
12 also be carefully mitigated with bicyclists in  
13 mind. We are out riding in the impacted area  
14 every day. Please design and implement a truly  
15 improved roadway. One that is more usable and  
16 safer for all of the people who want to access  
17 it. Thank you.

18 MR. WELKER:

19 John O'Lexey?

20 MR. O'LEXEY:

21 Thank you. My name is John O'Lexey. I  
22 own property down along the 175 between Ridge  
23 Road and Disney Road.

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1 saying, they need striped lanes where drivers  
2 understand that that is the lane for the  
3 bicyclists and they have their space.

4 We need lanes that go through  
5 intersections, making it clear to right-hand  
6 turning drivers that there are cyclists that they  
7 are going to need to yield to, or to at least  
8 merge with carefully.

9 Merge lanes like the ones in the 295 to  
10 175 interchange, they are exceedingly dangerous.  
11 It is very hard for a bicycle to merge with cars.  
12 We are not as easy to see, we are not loud, and  
13 cars are going much faster than we are. They  
14 should be eliminated wherever possible.

15 Left-hand margin exit lanes, such as  
16 those proposed in some of the alternative fort  
17 entrances are practically impassible to  
18 bicyclists, and those should also be eliminated  
19 from the plans.

20 Bicycles must be able to navigate all  
21 those areas. Bicycles want to go where cars want  
22 to go, especially commuters. So they need access  
23 to all of those places.

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1 I just wanted to indicate that it  
2 already has had an impact on our property so far.  
3 The county is running a sewer main down Disney  
4 Road which it had to come to a halt due to this  
5 expansion on Route 175 because the federal  
6 government will not let them have access to the  
7 opposite side.

8 Also it has an additional impact that  
9 the public water has stopped that is coming west  
10 from the Jessup area over to Ridge Road and once  
11 again has had an impact on our property.

12 We no longer have access to sewer or  
13 public water at the present time. The other  
14 concern we have, we would support the 21.5 option  
15 if it would move from Disney Road back to Ridge  
16 Road where there is just plain trees on the  
17 federal government side.

18 In the past couple of years, we have  
19 been very open to the State Highway  
20 Administration giving them access for 12 feet for  
21 a walkway, and now you're asking for another 15  
22 feet to come even further into our property where  
23 the federal government has not given anything at

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1 the present time.  
2 I do want to indicate that our dismay  
3 towards the State Highway Administration, the  
4 handling of these meetings. On April 2nd, you  
5 drafted a letter indicating a meeting for the  
6 business owners to come to voice their opinions.  
7 On April 3rd, you mailed that letter, which I  
8 received it on Saturday, April 5th for a meeting  
9 that I was to attend on Monday, April 7th.  
10 You gave me one-day notice to come to a  
11 meeting. That to me is unacceptable. Thank you.  
12 MR. WELKER:  
13 Nancy Johnson?  
14 MS. JOHNSON:  
15 Hi. I live on Reece Road. I really  
16 just have a question. I was wondering if they  
17 were going to run any public sewer or water lines  
18 up Reece Road past the military housing, because  
19 that is right where I live. Right now, our  
20 water, we can't drink it. We live on a well. We  
21 have to have bottled water every day.  
22 That's basically all I wanted to say.  
23 Thank you.

1 there are a lot more family members in the  
2 community that actually care for their families.  
3 Where I'm going with this is now I own  
4 Zig's place. I am an owner-occupied unit. I also  
5 facilitate or am charged with the responsibility  
6 of the welfare of another business called Odenton  
7 TV and Radio. They have been in the community  
8 for about 53 years.  
9 The widening of this road, which is  
10 unnecessary, would actually kill our businesses  
11 and would kill our family dreams. Also I'm on  
12 the quarter mile stretch of which public water is  
13 not an option. But if it meant to benefit the  
14 government, they'd put in a sewer system of now  
15 which we can be billed for. That makes a lot of  
16 sense. I cannot get public water in the strip.  
17 Fort Meade across the strip. They have  
18 a sidewalk here and they have a sidewalk there,  
19 but there is nothing linking the segments of the  
20 sidewalks. So I think there are a lot of poor  
21 efforts and planning on the other side of the  
22 road.  
23 On the other side of that fence

1 MR. WELKER:  
2 Larry Zig?  
3 MR. ISGRIG:  
4 I'm Larry Isgrig. I'm from Missouri as  
5 well. I served in the military for 20 years, 14  
6 days, if that counts. Some of the challenges  
7 were when I was younger was trying to figure out  
8 how to stay off the street and out of trouble.  
9 So after retiring, I have tapped onto a  
10 little place, 1656 Annapolis Road. It was closed  
11 down by the county for more than eight years. It  
12 was an adult T & A joint. It was risky for me to  
13 actually convert that into a safe haven for  
14 teens.  
15 Every night before I retired, I need a  
16 gallon of water about now, don't I? I went over  
17 there and stripped down the place. I gutted it  
18 and painted the walls, trying to instill the  
19 dreams of actually creating a safe haven. I have  
20 done it quite well. But as we know, cherry  
21 doesn't go very far. My family had all effort in  
22 doing this.  
23 I have six members in my family. I know

1 bordering the military installation is my public  
2 water needed for our safe haven. As a civil  
3 engineer, I started out in the Air Force, served  
4 four years with them.  
5 I think that better planning can be  
6 done. I think there is a lot of smoke and  
7 mirrors going on right now. The gates can be  
8 opened up again to allow access closer to 32 and  
9 295.  
10 There is a road, or the largest member  
11 of our demographics is NSA, and they do border  
12 32. For an option, not to be feasible on that  
13 side of the post is incorrect. Please support  
14 our community, especially Zig's Place and Odenton  
15 TV, and thank you for your support.  
16 MR. WELKER:  
17 Mr. Mauler?  
18 MR. MAULER:  
19 Good evening. I'm Gary Mauler with the  
20 Jessup Improvement Association. I'm speaking on  
21 my own behalf.  
22 I'm just so impressed with the comments  
23 tonight. Kevin Fields was fantastic. Kevin

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1 McPartland was right on the mark, and everybody  
2 was.

3 The folks from Jessup, would everybody  
4 stand that was from Jessup? Because I know some  
5 people don't feel comfortable. All the Jessup  
6 people. Okay. Give it up for Jessup. I think  
7 we're hitting the mark. We have hit the mark  
8 when we have presented to these folks with the  
9 mall. We have hit the mark on 32 and 100, and I  
10 think we're hitting the mark again.

11 So I'm not going to repeat what all has  
12 been said tonight by these other people because I  
13 agree with what they are saying. But I will  
14 summarize that what I've heard almost from every  
15 person here tonight is it seems that there is a  
16 lack of planning, there is a lack of thinking  
17 outside the box.

18 What we have here, what we are faced  
19 with is a major, major development going to  
20 happen in this part of the county. We are also  
21 then faced in addition to the major development  
22 which was made possible by the small area plans,  
23 we are also faced with what I thought was 32,000

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1 on 175, because if you don't address the big  
2 picture and think outside the box for once,  
3 you're going to have gridlock even more than what  
4 it already is. Jessup is already a failed  
5 highway. So we're already experiencing it. But  
6 you've got to think out of the box. You need to  
7 look at 32. The excuse that was in there, I  
8 checked it out with the folks down in DC, and you  
9 do have right of ways on 32. So that is a  
10 possibility. Thank you.

11 MR. WELKER:

12 Michael Livingston?

13 MR. LIVINGSTON:

14 Hello, I'm Mike Livingston. I'm the  
15 President and CEO of the Bank of Glen Burnie.

16 I have looked at your plan. Six and 3  
17 wipe out the bank. It is gone. It has been a 30  
18 year plus business in the community. We have  
19 many, many customers in the community. I think  
20 we are known as being a very good citizen and  
21 supporting a lot of the community services.

22 We do think that a 2-lane, I mean, I'm  
23 sorry. Not widening it and leaving it 4 lanes,

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1 jobs, but then Anne Arundel County tonight just  
2 added another 10,000, so that's 42,000 some jobs.

3 What you are talking about here is not  
4 thinking outside the box. It is not bringing in  
5 the whole picture. We have a regional problem  
6 here. I believe that the people that should be  
7 here tonight, as I've told you folks before, is  
8 the State Department of Transportation that can  
9 address many more issues than what you're able to  
10 address in your department, and also the Regional  
11 Planning Board.

12 Because not 175 is going to solve all  
13 the problems, and making people think it is, is  
14 doing a disservice. I don't care if you build  
15 four lanes or if you build 20 lanes. The end  
16 result is the same, because as you've heard in  
17 testimony, you get down to 175 going through  
18 Jessup, it's a 2-lane road, 35 miles an hour.  
19 The Parkway is a parkway is a parking lot at rush  
20 hour.

21 95 is a parking lot at rush hour. All  
22 the side roads. So it doesn't matter what you do

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1 no widening, I think it's Number 2, is a good way  
2 to go between 32 and Telegraph Road. As they  
3 pointed out in Jessup, on their end it goes from  
4 a huge highway to two lanes. It is going to go  
5 from six lanes to four lanes in Odenton and back  
6 up the highway all the way up the bridge. It is  
7 not going to help.

8 But the Bank of Glen Burnie appreciates  
9 6A, which would have left the bank still  
10 standing, but hardly any access to it and an  
11 inconvenience to our customers. It would  
12 adversely affect us. Therefore, we wish no  
13 widening of the road between 32 and Telegraph  
14 Road. Thank you.

15 MR. WELKER:

16 Doreen Strathman?

17 MS. STRATHMAN:

18 Good evening. My name is Doreen  
19 Strathman. I live at 8522 Pine Meadows Drive in  
20 Odenton. I am the Chair of the Odenton Town Plan  
21 Oversight Committee.

22 As many of you know, plans for the  
23 Odenton Town Center have been ongoing for more

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1 than 30 years now, and many people have lost  
2 faith that anything is going to happen as far as  
3 the town center in Odenton.  
4         The reality is that now the town center  
5 really is going to happen. We have many, many  
6 developers who have wonderful plans to bring town  
7 center development to Odenton. We really hope  
8 that this town center will be a place not only  
9 where people live and work, so we'll have  
10 residences and offices, but also restaurants and  
11 shops and entertainment spaces and services for  
12 the community.  
13         This is something that will serve the  
14 existing residents of the area, as well as some  
15 of the new people that will come with all the  
16 growth that's coming our way. We really think  
17 it's important that Route 175 through the core of  
18 the town center, which is between 170 and 32 is  
19 not widened to six lanes. It makes no sense to  
20 bring a highway through the middle of your town  
21 center.  
22         Most cities, big and small, have  
23 bypasses. 32 was supposed to be our bypass.

1 businesses and the ones that are coming. Thank  
2 you very much.  
3         MR. WELKER:  
4         Clarke Beaudry?  
5         MR. BEAUDRY:  
6         Hi, I'm a homeowner in Odenton. I just  
7 wanted to say that I like this area because of  
8 the trees and the rural look to it. I oppose  
9 development and growth in the area. I wish they  
10 would keep it the way it is.  
11         Why doesn't the state look at smart  
12 growth alternatives? Maybe instead of spending  
13 all this money on widening the road, put the  
14 money into public transportation, extending the  
15 Metro to the area, building more bike paths that  
16 are divided from the highway, unlike the one that  
17 goes along the side of 32 and then around the  
18 circle to the 98, which doesn't make much sense.  
19         So I think you ought to look at smart  
20 growth and what is really beneficial to the  
21 future of Maryland and our children and the whole  
22 area. Thank you.  
23         MR. WELKER:

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1 That's supposed to be the highway to keep 32 at  
2 four lanes and to widen 175 in this stretch  
3 between 170 and 32 to six lanes makes absolutely  
4 no sense. It is also important to be cognizant  
5 of the business area opposite the Fort in North  
6 Odenton in making sure that there is access for  
7 those businesses, too. That area also will be  
8 crucial to provide services, restaurants and  
9 shops and even office space for the growth that's  
10 expected to the area.  
11         I know that we need to plan roads that  
12 will service the community, the existing  
13 population and the growing population. But we  
14 have to be sure that we don't kill the community  
15 along the way.  
16         My committee will meet and offer more  
17 exact comments and proposals, but I just want to  
18 say that the town center isn't just a figment of  
19 our imaginations. It is something that is really  
20 going to happen and it's really important to  
21 protect it, and while we address the traffic  
22 needs, to take into consideration the  
23 preservation of this area, the existing

1         Orion Jones?  
2         MR. JONES:  
3         My name is Orion Jones. I live at 7460  
4 Race Road. I want to speak specifically about  
5 the intersection of Race Road at Route 175 and  
6 how it relates to the off ramp of the BW Parkway  
7 southbound.  
8         If anybody has ever gone or driven  
9 through the area at peak time or any other time,  
10 especially peak times, as traffic comes down  
11 southbound BW Parkway onto 175 going west, for  
12 there to be a traffic signal there, which I've  
13 seen on all of the interchange options, makes  
14 absolutely no sense. That is just highway  
15 slaughter waiting to happen. So I just don't  
16 know who was planning and how they plan to make  
17 that work.  
18         It just looks crazy. I'm going to point  
19 that out and indicate that obviously the planning  
20 there was faulty and I hope that there is another  
21 way the interchanges can be planned such that  
22 people don't come off southbound BW Parkway onto  
23 175 into a traffic light and smash into somebody.

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1 Thank you.

2 MR. WELKER:

3 At this point, is there anyone else who  
4 would like to comment at this time? If so, just  
5 go ahead and line up at the mics front and back  
6 and we'll go from there.

7 MR. HUMBERT:

8 Good evening. My name is Reverend  
9 Kenneth Humbert. I'm the Pastor at Nichols-  
10 Bethel United Methodist Church. I'm speaking on  
11 behalf of the Nichols-Bethel United Methodist  
12 Church cemetery, and I'm speaking opposition to  
13 Options 3 and 6A.

14 Others of my congregants and friends  
15 this evening have been here to speak to this. As  
16 I listened to the comments of others, I noted the  
17 large number of folk here from Jessup. I'm here  
18 to represent a group of persons who cannot speak.  
19 They are regrettably passed.

20 I want to say first of all that I  
21 believe that a cemetery is a unique land use  
22 which represents a covenant between a community  
23 and those who live in it. Those who have kept

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1 have loved and lost die twice. And hundreds of  
2 families will grieve twice if we disturb these  
3 remains. We would hope you would choose to go in  
4 some other direction than Options 3 and 6A.  
5 Thank you. My last name is Humbert, H-U-M-B-E-R-  
6 T.

7 MR. SINCLAIR:

8 Thank you very much for this  
9 opportunity. I'm Harry Sinclair, Jr. I used to  
10 be from downtown historical Odenton, but they ran  
11 me out of there and now I'm up in Severn.

12 My past experiences have been as  
13 President of the Kiwanis Club, President GOIA,  
14 President of the Health Center, Boarder of the  
15 Gambrills Athletic Club, just numerous things in  
16 the area.

17 This is just another example of the  
18 State Highway Administration doing something that  
19 just doesn't even come close to passing a common  
20 sense test or normal sanity check, okay? This  
21 project should have been done probably 20, 25  
22 years ago maybe, and the Fort is off and on, in  
23 fact the question is who is here from the Fort?

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1 that covenant well and who are now at peace and  
2 at rest at the Nichols-Bethel Cemetery deserve  
3 the covenant that they made with us to be good  
4 citizens to be kept by us as we seek to allow  
5 them a place of genuine rest and repose.

6 A second I want to suggest that if we  
7 won't honor our covenants with those whom we have  
8 loved and lost, with whom would we honor our  
9 covenants? So I think that is of peculiar  
10 importance.

11 A cemetery says to a community and to  
12 those who are a part of it, you mattered. You  
13 had a place among us, and we now make a place for  
14 you. To disinter persons en mass and move them  
15 is to suggest that souls are as disposable as so  
16 many of the objects we toss away in our day.

17 I would hope that State Highway and  
18 those responsible for this project would not  
19 count ours as disposable souls. I want to say  
20 that it is a great burden emotionally and  
21 spiritually when persons are against the wills of  
22 their families disinterred.

23 It requires in a sense that those we

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1 No, I mean, I don't mean live there. I  
2 mean who is here from the Fort who has anything  
3 to do with 175? Nobody was here to begin with,  
4 and nobody is here now. I'm not sure, because  
5 I've been mistaken before, but I thin BRAC, Base  
6 Realignment and Closure, is happening at Fort  
7 Meade.

8 Then we get the county who says that the  
9 priority is 175, and that's a correct statement  
10 20 years ago. But the people who are going to  
11 come up from Northern Virginia, I do not think  
12 are going to pass 198, nor are they going to pass  
13 32 to go on the way to 175 unless they are much  
14 more unintelligent than I think they may be.  
15 Okay?

16 Oh. Who, at the County Council, who do  
17 we have here from the County Council? Nobody.  
18 Who do we have here from the state? You know,  
19 like delegates. Who is the federal rep here  
20 tonight? I mean, this, Governor Ehrlich, who  
21 wasn't the sharpest pencil in the box even  
22 realized that this was a big thing since WWII,  
23 okay? And it is.

Conference Reporting Service (410) 768-5918

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William Alan Bodenstein, President

1 It is an opportunity to do something  
2 right. But we don't have the right people in the  
3 right place at the right time to do it correctly.  
4 We all, I think we all know, I'm not sure, we  
5 don't have the money to do any of this stuff.  
6 I'm just an unintelligent redneck from downtown  
7 Gambrills, okay, who ended up retiring as an  
8 infantry airborne Marine. So, you know, I ain't  
9 the, I'm like Ehrlich, I ain't the sharpest  
10 pencil in the box, or even George Bush. He has  
11 got on the same plane.

12 MS. PENDER:

13 Hi, my name is Melania Pender. I'm at  
14 7023 B Christian Loop, Fort Meade, Maryland. M-  
15 E-L-A-N-I-A, last name Pender, P-E-N-D-E-R.

16 I also want to mention I'm Special  
17 Assistant to County Councilman Calvin Ball in the  
18 Howard County Council. We represent District II,  
19 and I'm a little concerned because our district  
20 backs up to the Anne Arundel County district that  
21 Fort Meade is in, so I live and breathe BRAC.

22 My suggestion to State Highway is  
23 please, please, please partner with your local

1 means yes, there are more cyclists, we have to  
2 think about them, and we have to think about  
3 public transportation, because I know that 32, I  
4 was looking in the frequently asked questions,  
5 and that's why I got up.

6 I don't understand why 32 isn't being  
7 utilized, and why we are not thinking about the  
8 different transportation habits and gas prices  
9 and things of that nature. So that's it. Thank  
10 you.

11 MS. BURGNON:

12 Hello. My name is Michaela Burgnon.  
13 Spelled M-I-C-H-A-E-L-A, B-U-R-G-N-O-N. I'm with  
14 the Ridge Forest Homeowner's Association up on  
15 off of Ridge Road.

16 I certainly recognize that everyone has  
17 put in a lot of hard work coming up with plans  
18 and spent many hours and all that. I'm just  
19 wondering when a plan started when gasoline was  
20 what, \$1.98, and now it is \$4.00 a gallon or so.  
21 I'm thinking that the cost of this enterprise has  
22 skyrocketed, and can we, who are already  
23 suffering with the cost of gasoline, food prices

1 jurisdictions. Howard County has a BRAC task  
2 force. There is a state BRAC action plan. There  
3 are people coming, we know that, and it's scary.

4 But we don't know where these people are  
5 going to move. We know where they're coming  
6 from, but we don't know, every day it changes.  
7 Where are they going to move? Where are they  
8 going to live? I worry about Jessup because we  
9 share Jessup as well. It scares me because I  
10 know it's 35 miles-per-hour.

11 I have constituents who call me almost  
12 every day saying my kids can't come out here,  
13 Dorsey Run Road is extension and this and this  
14 and that and that, and people are all over the  
15 place speeding and it's scary.

16 But I, my point is, is that I just want  
17 State Highway to again, think outside of the box.  
18 Work with the local jurisdictions. BRAC is not  
19 just all these people. It is affecting everybody  
20 else around. I just really want State Highway to  
21 look outside of the box and also to take a look  
22 at transportation habits.

23 Gas is tremendously too high, which

1 and all that, really truly at this point in time  
2 afford a massive endeavor of this nature.

3 I would just think that this would be  
4 something that we really need to consider as  
5 realistic consumers and taxpayers. Who is going  
6 to pay for it? Guess who? We really can't  
7 afford to do this is my opinion. Thank you.

8 MS. MILLER:

9 My name is Alvera Miller. I'm currently  
10 serving as President of the Jessup - A-L-V-E-R-  
11 A, Miller. My name is Alvera Miller. I'm  
12 currently serving as President of the Jessup  
13 Improvement Association.

14 We are not only concerned about our  
15 community being hurt by this proposed plan, or  
16 the alternatives, but in a manner that we could  
17 help, we are willing to offer to host forums for  
18 the community leaders in the various affected  
19 areas to share your information and to help  
20 further guide this project in a more uniform  
21 manner.

22 So see me after the meeting and let me  
23 have the name of your contact person. Thank you.

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SHEET 23 PAGE 89

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1 SENATOR DEGRANGE:  
2 Good evening. Ed DeGrange, I'm the State  
3 Senator for District 32.  
4 I'm just here to support the communities  
5 in a lot of the comments that you had. I was  
6 sorry that I was late in arriving, but I did, I  
7 do know what the comments are. We have been  
8 working on Route 32, because that is the direct  
9 access, it is a limited access.  
10 175 in my view, I think we do not need  
11 to expand that to destroy businesses. We need to  
12 find ways, we need to look at alternatives, how  
13 we can encourage the businesses that are there,  
14 the vacant businesses and how they're going to  
15 improve.  
16 The Odenton Town Center is coming on,  
17 making that an attractive boulevard the way it is  
18 that would be inviting businesses to come in,  
19 inviting people to come into this community to  
20 use those businesses and still continue to work  
21 with the federal government.  
22 I think that's where we need to stop  
23 right now is wait and get commitments from them

1 175 making a left turn across traffic.  
2 Everything that I've heard so far is doing  
3 improvements to the roadway to get more people  
4 through the area in front of my driveway instead  
5 of less people, or any kind of traffic control to  
6 help the residents along 175 in jessup to access  
7 175 during peak times.  
8 Blobs Park has been closed now. Most of  
9 that property is destined to be sold and  
10 developed. Most of the property on the other  
11 side of 175 where the motel used to be and where  
12 McCarren Estates is, all the woods and everything  
13 back there is all destined to be sold and  
14 developed.  
15 None of the studies I have seen in this  
16 year have addressed any future development.  
17 Everything is based on what is going on now. I  
18 haven't seen anything in here that has done a  
19 study on the potential use of the property in the  
20 area and how many more people are going to be  
21 coming through with all that development.  
22 MS. WALLS:  
23 Hi, my name is Ann Walls. I'm the

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1 that they will be willing to open gates on the 32  
2 side in order to get that traffic. It's going to  
3 come from 95, it's going to come from 295 and  
4 have a direct access without affecting 175.  
5 Someone did mention earlier that there  
6 is already gridlock on 95 and 295, and it would  
7 be creating more gridlock by expanding the  
8 roadway. I agree with that statement. I think  
9 we need to be looking at those, how we are going  
10 to improve those and get that traffic moving  
11 whether it is through other means or getting cars  
12 off the road.  
13 But let's really take a hard look at  
14 this and make sure that it works and preserve our  
15 communities here. Thank you.  
16 MR. BRESSLER:  
17 My name is Landon Bressler, L-A-N-D-O-N,  
18 B-R-E-S-S-L-E-R. I am not a current landowner  
19 along 175, but my parents own property along 175  
20 and my grandparents have owned property along 175  
21 near 295.  
22 From 3:00 in the afternoon until 6:00,  
23 it is impossible to get out of our driveway onto

1 Chairperson, oh, I'm sorry. Ann, A-N-N, last  
2 name Walls, W-A-L-L-S.  
3 I'm the Chairperson of Planning and  
4 Zoning and Transportation Committee for the  
5 Greater Odenton Improvement Association.  
6 I just wanted to thank the Senator for  
7 what he had to say. I also wanted to say that I  
8 do believe that 175 and GOIA does believe that  
9 175 does need upgrades, it does need to have more  
10 paths for bikers and for walking paths for people  
11 to get around. But the changes to 175 should be  
12 minimal, but it definitely does need upgrades.  
13 Thank you.  
14 MR. JAWORSKI:  
15 My name is John Jaworski, it's J-A-W-O-  
16 R-S-K-I. I'm a resident off of 175 at 1245  
17 Brightwood Avenue.  
18 I just want to make a comment on whether  
19 you make any decision to build or make a decision  
20 not to build anything, I just want to, hope you  
21 build at least a multi-use path for the length of  
22 the corridor. I hope you would connect it to the  
23 bike paths existing in the area already.

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SHEET 24 PAGE 93

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1 You talk about having a bike path all  
2 along the Road, and that just scares me. I had  
3 several bad accidents with cars running me off  
4 the road, and sharing a road with a car just  
5 frightens me to death.

6 I believe I would commute more to work  
7 by bike if I had a separated surface to ride on  
8 to go to work. I live within 5 miles of my work,  
9 and I believe I would do that more often if not  
10 for anything, for my health. Thank you so much.

11 MR. WELKER:

12 Is there anyone else who would like to  
13 comment at this time? Okay.

14 If not, let the record show that no  
15 further verbal comments were offered. As  
16 indicated earlier, the purpose of tonight's  
17 hearing was to provide an opportunity for the  
18 public review and comments on the project  
19 presented this evening.

20 All statements and comments received,  
21 both oral and written, will be considered in  
22 preparing a final recommendation to the State  
23 Highway Administration Administrator.

1 Private Testimony

2 MR. CRAIG:

3 My name is Matthew Craig, C-R-A-I-G. I  
4 live in Bowie, Maryland, 12419 Stresson Lane,  
5 Bowie, Maryland 20715.

6 My biggest concern about this project is  
7 that I consistently bike commute from Bowie to  
8 Fort Meade. So having safe bike access on 175 is  
9 my biggest concern. Right now what I see are  
10 small portions of a bike trail.

11 I was told that the bike trail option is  
12 not rendered in any of these options because of  
13 the issue with Fort Meade. I hope that that is  
14 resolved. If not, the other problem I see with  
15 this is the on-road biking situations are still  
16 not very bike conducive, especially at  
17 intersections and interchanges.

18 The merges are not very safe for biking  
19 that I can see. I just hope that bike commuters  
20 are considered in the final option that is  
21 ultimately adopted. Thanks.

22 MR. GORMAN:

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1 Receipt of the Location/Design approval  
2 will be advertised in the same newspapers used  
3 for the public hearing. I encourage interested  
4 groups and individuals who are not already on the  
5 mailing list for the project to submit their  
6 names to the receptionist.

7 This list will be used to notify you of  
8 subsequent events and to distribute information  
9 relative to the project. Remember that the  
10 hearing record will remain open until the date to  
11 receive written statements.

12 Thank you for attending tonight's  
13 hearing and for the interest you have shown in  
14 the highway development process as it relates to  
15 this project. This Location/Design public  
16 hearing is officially adjourned. Good night.

17 (Whereupon, the hearing ended.)

1 Joseph Gorman, G-O-R-M-A-N, 1200 Winer  
2 Road. President of the Maple Ridge Homeowner's  
3 Association.

4 I'm here to testify tonight about the  
5 project of Route 175. I'd like to know, we're  
6 very happy to have some progress in that we would  
7 be very interested in keeping the community town  
8 center if you would, west of, east of 32 to  
9 remain four lanes each way with pedestrian and  
10 bike path improvements, as well as some  
11 intersection improvements.

12 We're also very happy to hear that the  
13 Fort is growing new jobs. We'd like to see  
14 everything west of 32 to be six lane, again, with  
15 pedestrian and bike path improvements. Thank you  
16 very much for your time.

17 (Whereupon, the private testimony  
18 ended.)

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STATE OF MARYLAND

SS:

I, William Alan Bodenstein, a Notary Public and qualified Court Reporter of the State of Maryland, do hereby certify that the foregoing transcript was recorded electronically on June 26, 2008, and transcribed under my supervision as herein appears and is an accurate transcript of what is recorded and audible on the tape.

I further certify that I am not of counsel to any of the parties, nor an employee of counsel, nor in any way interested in the outcome of this action.

As witness, my hand and notarial seal this 7th day of August, 2008.

  
\_\_\_\_\_  
William Alan Bodenstein  
Notary Public

My commission expires: 11/7/2011