



HOWARD COUNTY DEPARTMENT OF PUBLIC WORKS

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May 1, 2018

**Subject: J-4222, Snowden River Parkway (SRP) widening between
Broken Land Parkway (BLP) and Oakland Mills Road**

Dear Resident/Business Owner,

This letter is in follow up to a February 28, 2018 public meeting held for preliminary design of the above referenced capital project, J-4222. Our office received feedback and questions from more than sixty (60) concerned citizens and business owners either during or subsequent to this meeting. We have reviewed all the comments and consolidated them into eighteen (18) different categories. Enclosed herein are the said comments along with our response to each.

As mentioned at the meeting, we will proceed with the final design of the first breakout project – the third left turn lane from westbound SRP onto southbound BLP. A public meeting for this specific breakout project will be held this summer. We will also proceed with the preliminary design along northbound BLP which is planned to address the weaving issues from the MD 32 westbound off ramp to the BLP/SRP intersection.

Thank you again for your interest and participation in this project.

Sincerely,

A handwritten signature in cursive script that reads "Thomas Auyeung".

Thomas C. Auyeung, P.E.

DPW, Transportation & Special Projects Division

Email: tauyeung@howardcountymd.gov

Enclosure

Cc: Councilwoman Terrasa, file

No.	General Public Comments	County Responses
1	Opposition to intersection improvements proposed at Rustling Leaf and the alternate route to use Deepage Drive and Carved Stone to access eastbound Snowden River Pkwy	This improvement reduces the conflicts at the Rustling Leaf intersection. The new configuration will provide a safe and efficient operation at the intersection by providing a safer alternative to the community going east on Snowden River Parkway via a signalized intersection at Carved Stone. An additional left turn lane is proposed at the Carve Stone intersection to accommodate the additional left turn traffic. County will monitor Carved Stone and Deepage Drive for potential adverse traffic operations and safety issues.
2	Opposition to Snowden River Parkway widening	The proposed improvements to the corridor are based on a 2008 Corridor Traffic Study commissioned by the County with recommendations for congestion relief improvements approved by the County Council. The project has undergone the County process required for any new capital project which includes public input and testimony. We understand the feelings of opposition, and we continue to address specific concerns.
3	Opposition to a traffic signal at Lincoln Tech intersection	Development traffic impact studies found that the proposed signal at Snowden River parkway at Lincoln Tech is warranted through projected volume based on ITE's trip generation manual for land use. Federal warrant was also found to be met using current volumes and land uses. Installing an additional signal at the Rusting Leaf intersection would not meet (MDSHA or general engineering) intersection spacing guidelines of 750 feet along an urban arterials. County has also performed a signal warrant analysis to determine if the Rustling Leaf intersection meets the Federal criteria for a traffic signal. The analysis concluded the Rusting Leaf intersection did not meet the Federal warrants using volumes recently collected in March 2018.
4	Concerns with the storm water pond proposed near Rustling Leaf	There will be no permanent wet pool within the proposed stormwater management facility. Any ponded water will drain via infiltration within a 24-hour period.
5	Impacts to private properties	One of our project goals is to minimize the right of way impacts to the adjacent properties. Once impacts are assessed, the County will approach the individual property owners in an effort to acquire the needed easement or right of way.
6	Concern about impact and safety in the area of the tot lot near Lincoln Tech intersection	The current plan does not impact the tot lot. During the final design process, appropriate safety measures will be considered.
7	Noise level will increase and some abatement measures should be added near the residential areas affected.	A noise impact study has been performed and the future noise levels have been found to be within the acceptable County standards. Screening and other landscaping features will be considered in the final design phase of the project development.
8	Investigate possible extension of the shared use pathway	Extension of the shared use pathway beyond the limits of this project will be considered by the County under a separate capital project.
9	Concerns with pedestrian crossings along the corridor	Crosswalks at signalized intersections will include pedestrian activated crossing signals.

No.	General Public Comments	County Responses
10	Property value concerns	Property value is based on a host of factors and the proposed improvements along Snowden River Parkway may or may not affect these values. These improvements will enhance safety and traffic operations in the area, which is generally received as added value to local properties.
11	Minstrel Way turning radius	Intersection turning radii will be reviewed further during the final design process to ensure appropriate vehicles can negotiate the turns without mounting the curbs.
12	Proposed Broken Land improvement felt not to improve current operations	The proposed improvements have been reviewed through traffic analysis utilizing current and future traffic volumes and it was concluded that the level of service for Snowden River Parkway will be improved.
13	Provide an overpass at Minstrel Way and also provide a slip ramp from MD 32 westbound to Berger Road.	Overpass at Minstrel Way will not be considered at this time due to the extensive impact on the adjacent properties. We will pass the suggestion on the slip ramp to State Highway Administration for their consideration due to the fact that MD 32 is a State maintained road.
14	Inadequate Public Notice	The notification process for this meeting were performed in accordance with the County standard procedures partnering with the Howard County office of public information including letter to all adjacent property owners, county council and village boards. We also post our meeting information on the county web site and install public meeting signs along the project limit.
15	Construction duration at intersections and impact to residents	The construction duration will be determined once more detailed design is performed. We will minimize the traffic disruption by requiring the contractor to work during the off peak traffic hours of the day.
16	Lane configuration of Berger Rd approaching Snowden River Parkway	The revised lane configuration currently shown on the preliminary plans will be considered.
17	Pedestrian tunnel between Lincoln Tech and the businesses across Snowden River Parkway	Additional pedestrian treatments can be reviewed. A tunnel or bridge structure for pedestrian crossing would be cost prohibitive and add extensive impacts to adjacent private properties, in addition to underground utility relocations.
18	Close off Lincoln Tech intersection and provide an alternate connection between Lincoln Tech and Oakland Mills via the abandoned railroad.	Constructing alternate roadway connections and closing off the Lincoln Tech intersection is not a consideration for this project due to extensive property impacts.