

Date: May 29, 2025

Meeting Date: May 14, 2025

Subject: Conway Road Improvements – Contracts A, B, & C
Project No. H586801

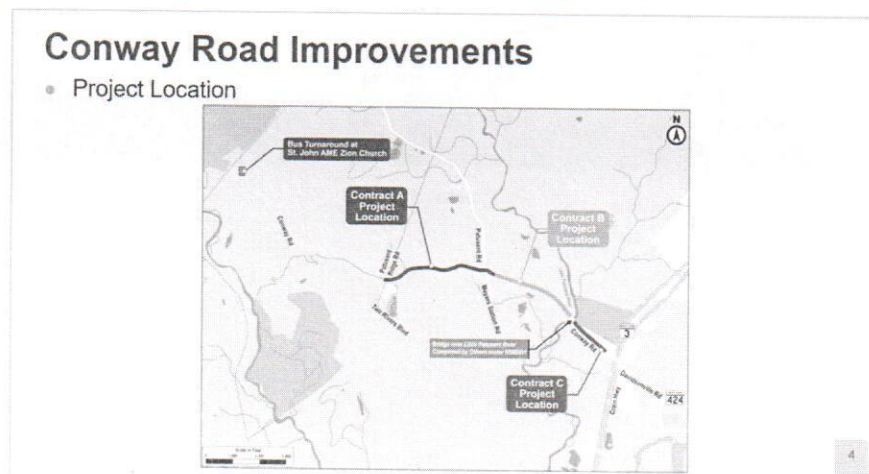
Place: Hamlet Clubhouse
1435 Two Rivers Boulevard
Odenton, MD 21113

Time: 6:00 PM

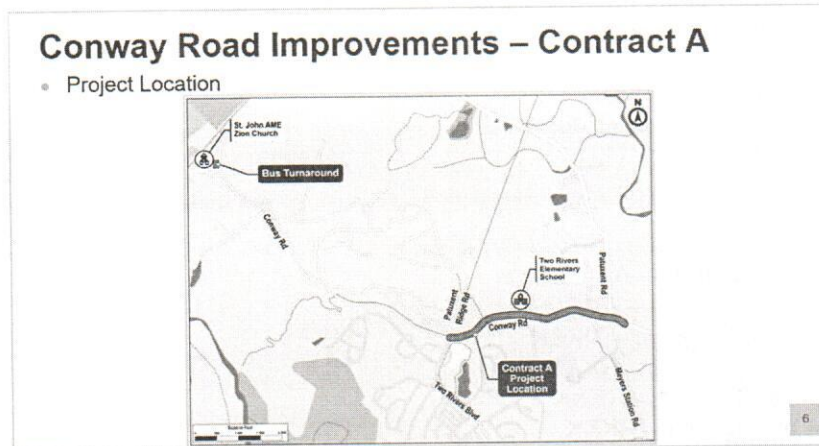
Attendees: Gus Yazdani – AACO
Tanya Asman – AACO
Andrew Aguilar – RK&K
Stacey Young – RK&K
Rob Gillespie – RK&K
Emily Martin – RK&K
Public sign-in sheet collected by AACO

A Community Meeting was held, as required by Anne Arundel County Code Article 17-2-107, where there is a proposed modification to permit direct impact to environmentally sensitive areas. The following is a summary:

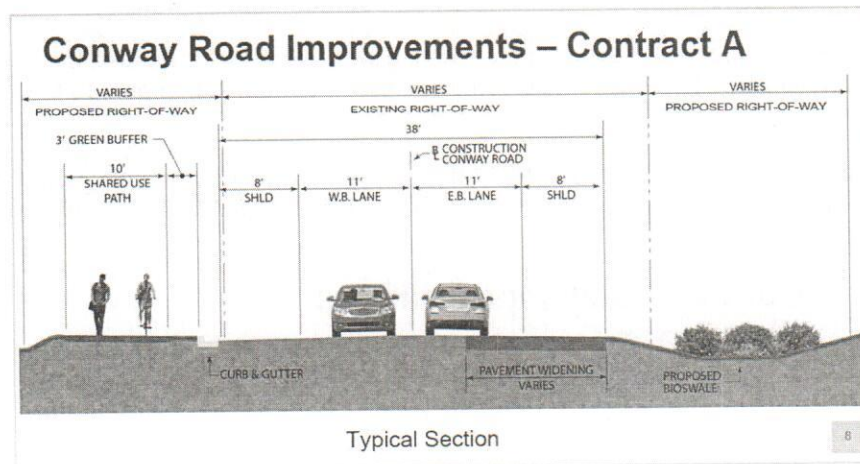
1. Gus Yazdani gave a brief introduction about the project and informed attendees where comments could be provided. He explained that additional questions could be provided up to 14 days beyond tonight's meeting and submitted to Office of Planning and Zoning email: communitymeetingcomments@aacounty.org
2. Andrew Aguilar explained the Community Meeting was being held because the project (H586801) requires a modification to the County Code that would permit direct impact to environmentally sensitive areas.
3. Andrew Aguilar reviewed the limits of the entire Conway Road Improvements and explained that the project is broken into 3 contracts (A, B, & C) and that this presentation will cover each individually



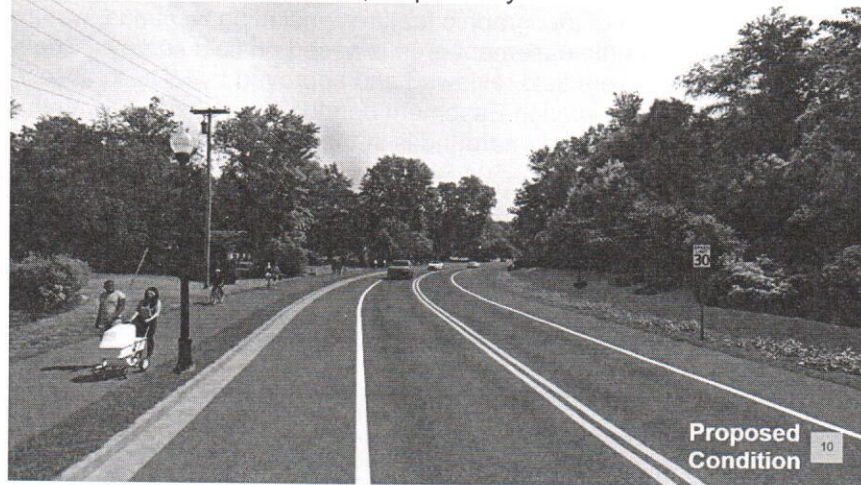
4. Beginning with Conway Road Contract A (H586801), Andrew Aguilar detailed the limits of proposed work from the intersection of Patuxent Ridge Road/Conway Road to Patuxent Road/Meyers Station Road/Conway Road. Also included in this work is the proposed bus turnaround at the St John Zion Church.



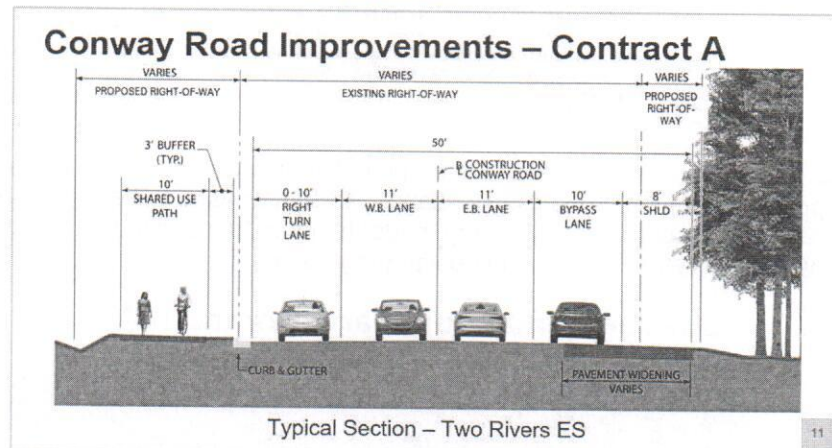
5. Slide No. 7 identified the proposed improvements, including construction of a bus turnaround at 2973 Conway Road, continuous shoulders for emergency vehicles, shared use path on the northside, pedestrian crossings at the intersection of Patuxent Road/Meyers Station Road/Conway Road, stormwater management facilities, as well as reconstruction of eastbound left turn bypass lane at Two Rivers Elementary.
6. Slide No. 8 showed the proposed typical section for the Conway Road Contract A (H586801) for reference.



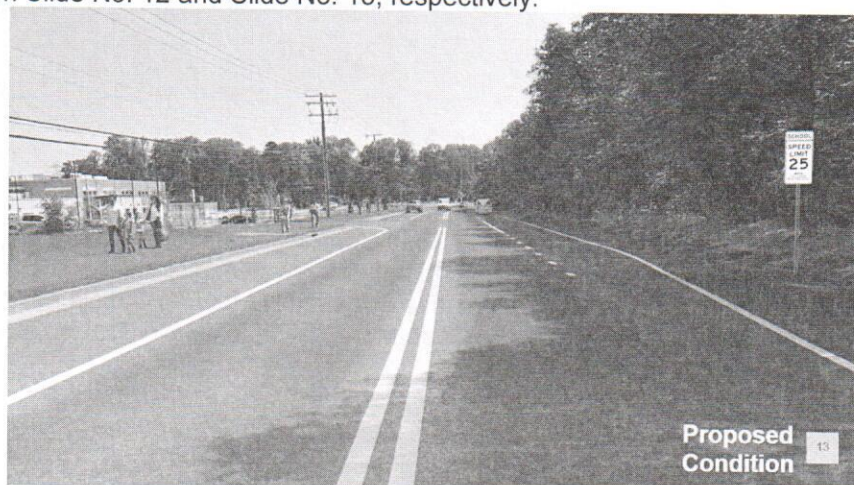
7. A photo of existing conditions and a photo simulation showing proposed conditions were presented on Slide No. 9 and Slide No. 10, respectively.



8. Slide No. 11 showed the proposed typical section at the Two Rivers Elementary School along Conway Road Contract A (H586801) for reference.



9. A photo of existing conditions and a photo simulation showing proposed conditions were presented on Slide No. 12 and Slide No. 13, respectively.



10. Stacey Young covered the Environmental and Cultural Resources for Conway Road Contract A (H586801). Natural Resources within the project limits were identified, including impacts and avoidance. Data collection of topographic features, including wetlands, wetland buffers, forest stand and forest conservation easement area is based on field surveys. The surveyed wetlands and wetland buffer limits were field reviewed and approved by MDE to assess impacts. It was stated that the Forest Conservation Easement boundary is consistent with the recorded plat (Plat Book 323, p.4) and that the bus turnaround is in the historic Wilsontown Community and the project will comply with Article 17-6-504 Scenic or Historic Roads of the County Code.

Environmental & Cultural Resources, Contract A

- Capital Improvement Project (Contract No. H586801)

- Project is outside the Chesapeake Bay Critical Area
- Will not adversely impact cultural resources
- Impacts to wetlands and 25' wetland buffers
- Impact to forest conservation easement area
- Impacts to forests and individual trees including specimen trees

Notes:

1. Wetland and wetland buffer limits were field surveyed and approved by MDE.
2. Existing forest line and specimen trees are based on field survey.
3. Forest Conservation Easement boundary is consistent with the recorded plat (Plat Book 323, p. 4)
4. The bus turnaround is in the historic Wilsontown Community. The project will comply with the criteria in Article 17-6-504 Scenic or Historic Roads of the County Code.

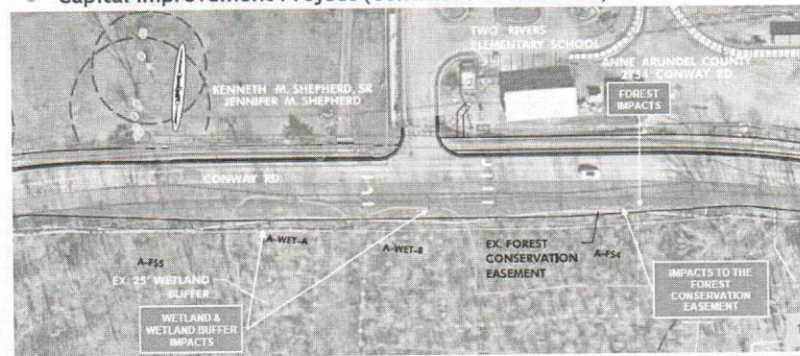
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11. Slide No. 15 showed a plan view of the proposed improvements, existing environmental features and proposed permanent impacts to wetlands, 25-foot wetland buffers, forests, and forest conservation easements. Stacey Young made the point to mention that design is at 30% and impacts will be further refined as the design progresses.


Environmental Summary, Contract A

- Capital Improvement Project (Contract No. H586801)

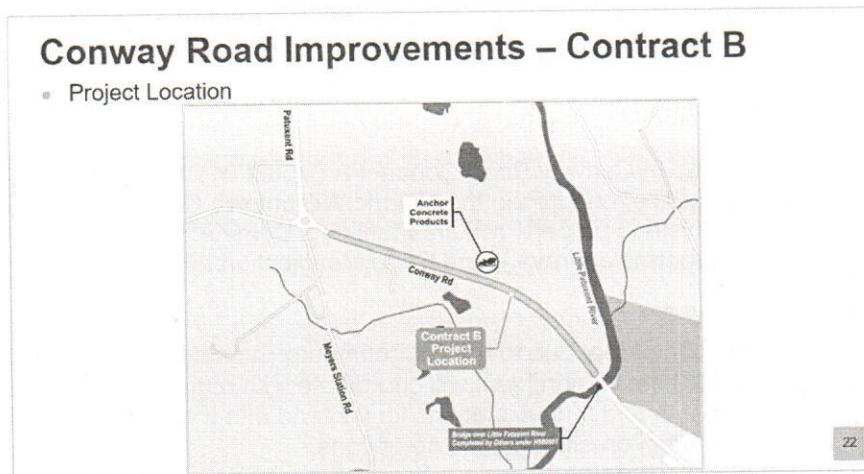


12. Stacey Young identified that in Conway Road Contract A (H586801) there are impacts to permanent non-tidal wetlands and wetland buffers. It was explained that the permanent wetland and wetland buffer impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-402, Non tidal wetlands.

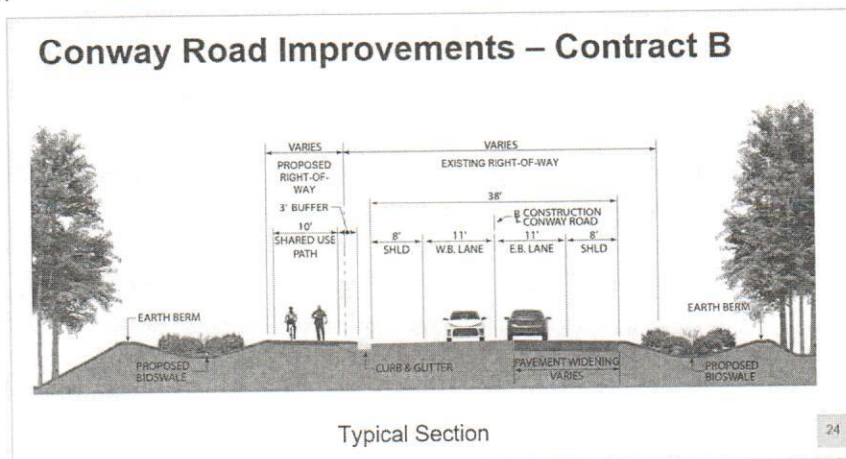
13. Slide No. 17 identified that in Conway Road Contract A (H586801) there will be tree clearing in sensitive areas, specimen tree removal, and proposed forest clearing. It was explained that these impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-303(b)(1), Tree clearing in sensitive areas, Article 17-6-303(b)(5), Specimen tree removals, and Article 17-6-303(b)(6), Proposed forest clearing. Since we're proposing code modifications under Article 17-6-303, we will be applying to the office of planning and zoning for a modification of the forest conservation requirements under subsection 17-6-303(d)(1).
14. Slide No. 18 identified in Conway Road Contract A (H586801) the bus turnaround construction is resulting in the removal of one tree in the historic Wilsontown Community. It was explained that the removal on the historic property requires tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and Code Modification to Article 17-6-504, Scenic or Historic Roads.
15. Stacey Young mentioned that due to the environmental impacts occurring on Conway Road Contract A (H586801) the design team will coordinate with regulatory agencies to satisfy mitigation requirements and that mitigations for wetland and wetland buffer impacts will be met through a combination of on-site and off-site options.
16. Andrew Aguilar then presented the anticipated schedule to complete the design, secure required permits and start / complete construction for Conway Road Contract A (H586801).

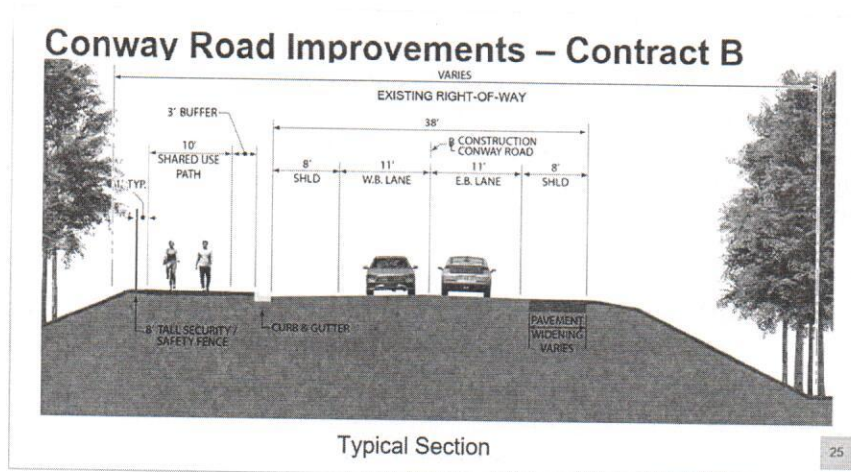
| Conway Road Improvements – Contract A | | |
|--|--|--|
| Schedule – Next Steps *** Subject to Change | | |
| • Schematic Design (30%) Phase | | Complete |
| • Community Meeting | | Tonight |
| • 100% Design Complete | | Spring 2026 |
| • Right-of-Way Acquisitions Complete | | Summer 2026 |
| • Advanced Utility Relocations Clear | | Summer 2026 |
| • Construction Bids / Negotiation / Award Complete | | Spring 2027 |
| • Construction Start | | Fall 2027 |
| • Construction Complete | | Fall 2028 |
|  DPW & YOU | | <i>Note: This contract is funded for construction.</i> |

17. Moving on to Conway Road Contract B (H586801), Andrew Aguilar detailed the limits of proposed work from the intersection of Patuxent Road/Meyers Station Road/Conway Road to the bridge over Little Patuxent River that is a separate County project also under design (H580901).

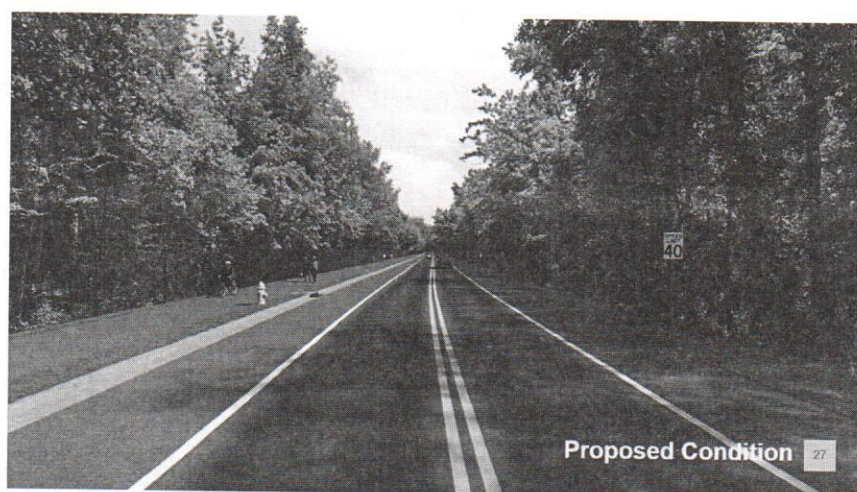


18. Slide No. 23 identified the proposed improvements, including construction of continuous shoulders for emergency vehicles, pavement resurfacing and widening to accommodate shoulders, shared use path on the northside, and stormwater management facilities.
19. Slides No. 24 and 25 show proposed typical sections for the Conway Road Contract B (H586801) for reference.





20. A photo of existing conditions and a photo simulation showing proposed conditions were presented on Slide No. 26 and Slide No. 27, respectively.



21. Stacey Young covered the Environmental and Cultural Resources for Conway Road Contract B (H586801). Natural Resources within the project limits were identified, including impacts and avoidance. Data collection of topographic features, including wetlands, wetland buffers, forest stand and forest conservation easement area is based on field surveys. The surveyed wetlands and wetland buffer limits were field reviewed and approved by MDE to assess impacts. It was stated that the White Barber Cemetery is within the project area but is not impacted by the proposed work.

Environmental & Cultural Resources, Contract B

- Capital Improvement Project (Contract No. H586801)

- Project is outside the Chesapeake Bay Critical Area
- Will not adversely impact cultural resources
- Impacts to floodplain
- Impacts to wetland and 25' wetland buffers
- Impacts to stream buffers
- Impacts to forests and individual trees including specimen trees

Notes:

1. Wetland and wetland buffer limits were field surveyed and approved by MDE.
2. Existing forest line and specimen trees are based on field survey.
3. The White Barber Cemetery is within the project area but is not impacted by the work.

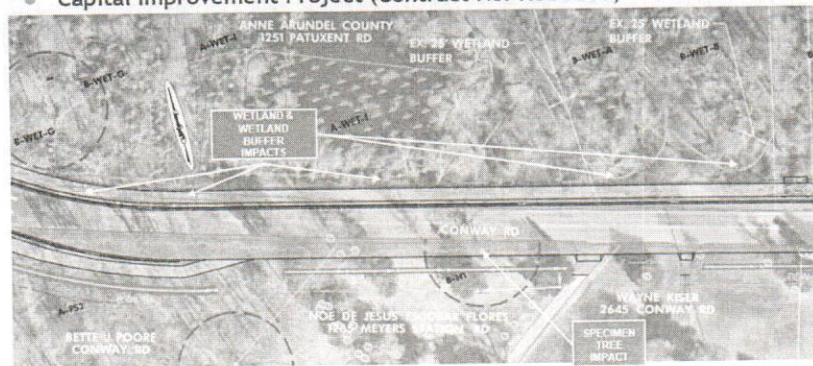
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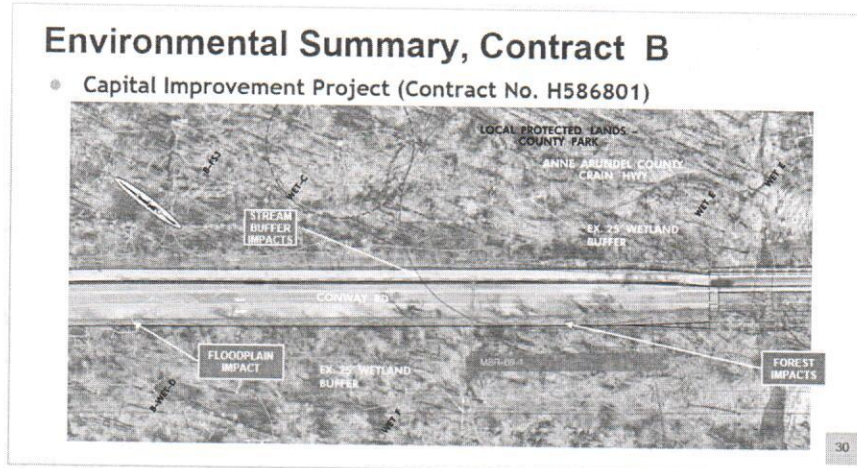
22. Slide No. 29 showed a plan view of the proposed improvements, existing environmental features and proposed permanent impacts to wetlands, 25-foot wetland buffers, and specimen trees. Stacey Young made the point to mention that design is at 30% and impacts will be further refined as the design progresses.

Environmental Summary, Contract B

- Capital Improvement Project (Contract No. H586801)



23. Slide No. 30 also showed a plan view of the proposed improvements, existing environmental features and proposed permanent impacts to the floodplain, stream buffers, and forests. Stacey Young also pointed out that on the north side of the roadway in this location is a local protected county park land which is a part of the Patuxent River Greenway. The design team prioritized no impact to this property.



24. Stacey Young identified that in Conway Road Contract B (H586801) there are impacts to permanent non-tidal wetlands and wetland buffers. It was explained that the permanent wetland and wetland buffer impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-402, Non tidal wetlands.
25. Stacey Young identified that in Conway Road Contract B (H586801) there are stream buffer impacts. It was explained that the stream buffer impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-403, Impacts to streams or buffers.
26. Slide No. 33 identified that in Conway Road Contract B (H586801) there will be tree clearing in sensitive areas, specimen tree removal, and proposed forest clearing. It was explained that these impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-303(b)(1), Tree clearing in sensitive areas, Article 17-6-303(b)(5), Specimen tree removals, and Article 17-6-303(b)(6), Proposed forest clearing. Since we're proposing code modifications under Article 17-6-303, we will be applying to the office of planning and zoning for a modification of the forest conservation requirements under subsection 17-6-303(d)(1).
27. Slide No. 34 identified in Conway Road Contract B (H586801) some of the proposed work will occur in the floodplain. It was explained that work in the floodplain requires tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and Code Modification to Article 16-2-301, Impacts in a floodplain.
28. Stacey Young mentioned that due to the environmental impacts occurring on Conway Road Contract B (H586801) the design team will coordinate with regulatory agencies to satisfy mitigation requirements and that mitigations for wetland and wetland buffer impacts will be met through a combination of on-site and off-site options.

29. Andrew Aguilar then presented the anticipated schedule to complete the design, secure required permits and start / complete construction for Conway Road Contract B (H586801). He noted that this project is not funded for construction and as such there is no anticipated construction date

Conway Road Improvements – Contract B

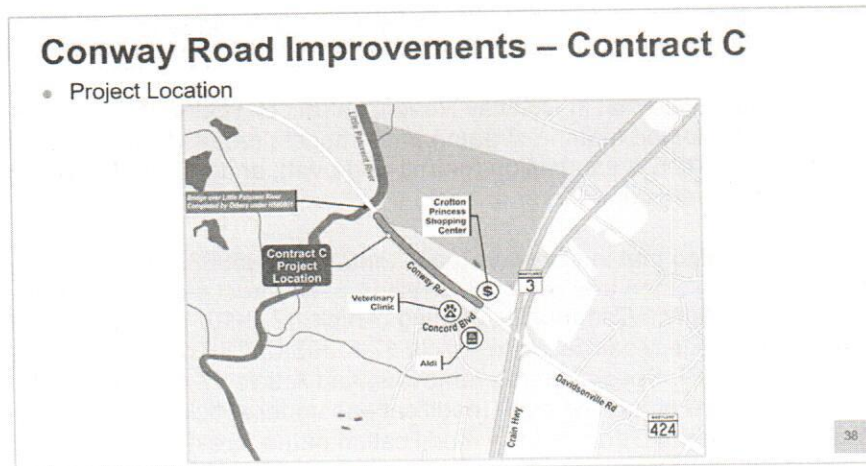
Schedule – Next Steps *** Subject to Change

| | |
|--------------------------------------|-------------|
| • Schematic Design (30%) Phase | Complete |
| • Community Meeting | Tonight |
| • 100% Design Complete | Spring 2027 |
| • Right-of-Way Acquisitions Complete | Summer 2027 |
| • Advanced Utility Relocations Clear | Not Funded |
| • Construction | Not Funded |

Note: This contract is not funded for construction.

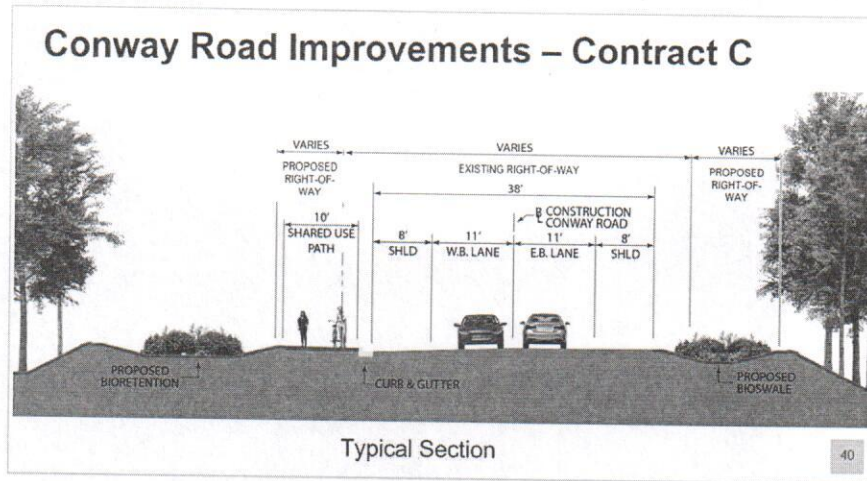
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30. Moving on to Conway Road Contract C (H586801), Andrew Aguilar detailed the limits of proposed work from the bridge over Little Patuxent River to west of Concord Boulevard.

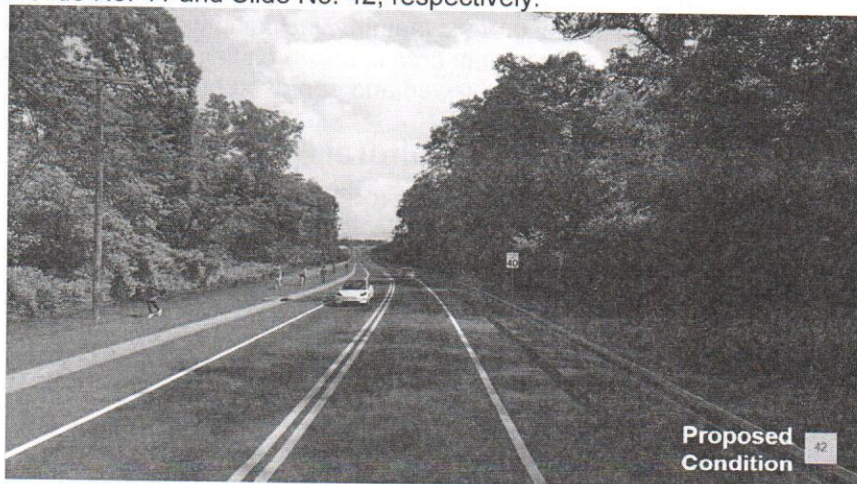


31. Slide No. 39 identified the proposed improvements, including construction of continuous shoulders for emergency vehicles, pavement resurfacing and widening to accommodate shoulders, shared use path on the northside to the eastern-most entrance of Princess Shopping Center, and stormwater management facilities.

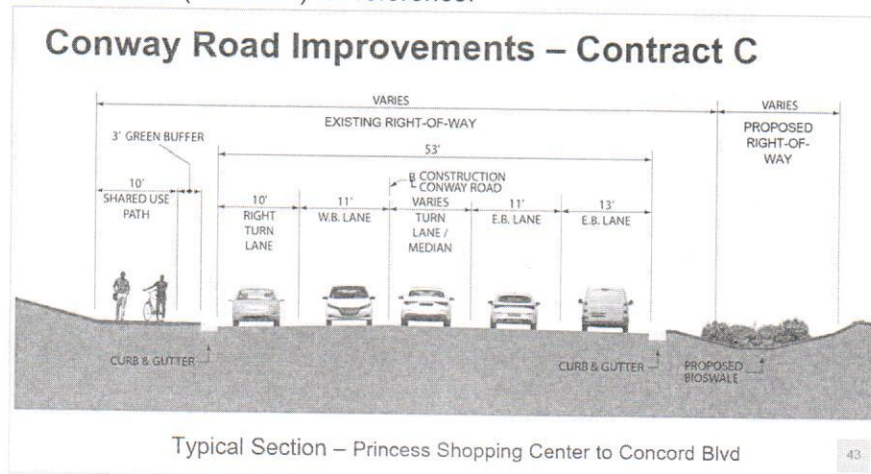
32. Slides No. 40 showed proposed typical sections for the Conway Road Contract C (H586801) for reference.



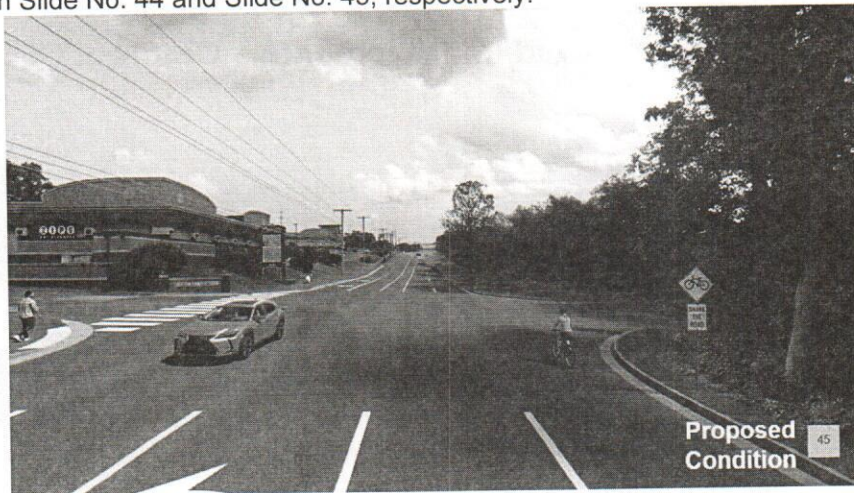
33. A photo of existing conditions and a photo simulation showing proposed conditions were presented on Slide No. 41 and Slide No. 42, respectively.



34. Slides No. 43 showed the proposed typical section at the Princess Shopping Center for the Conway Road Contract C (H586801) for reference.



35. A photo of existing conditions and a photo simulation showing proposed conditions were presented on Slide No. 44 and Slide No. 45, respectively.



36. Stacey Young covered the Environmental and Cultural Resources for Conway Road Contract C (H586801). Natural Resources within the project limits were identified, including impacts and avoidance. Data collection of topographic features, including wetlands, wetland buffers, forest stand and forest conservation easement area is based on field surveys. The surveyed wetlands and wetland buffer limits were field reviewed and approved by MDE to assess impacts.

Environmental & Cultural Resources, Contract C

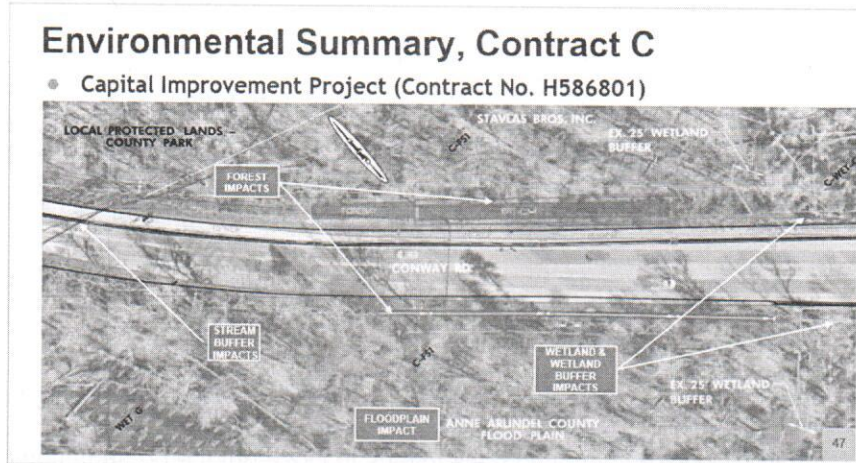
- **Capital Improvement Project (Contract No. H586801)**

- Project is outside the Chesapeake Bay Critical Area
- Will not adversely impact cultural resources
- Impacts to stream buffer
- Impacts to floodplain
- Impacts to wetlands and 25' wetland buffers
- Impacts to forests and individual trees including specimen trees

Notes:

1. Wetland and wetland buffer limits were field surveyed and approved by MDE.
2. Existing forest line and specimen trees are based on field survey.


37. Slide No. 47 showed a plan view of the proposed improvements, existing environmental features and proposed permanent impacts to wetlands and their buffers, the floodplain, stream buffers, and forests. Stacey Young also pointed out that on the north side of the roadway in this location is a local protected county park land which is a part of the Patuxent River Greenway. The design team prioritized no impact to this property. Also noted that design is at 30% and impacts will be further refined as the design progresses.



38. Stacey Young identified that in Conway Road Contract C (H586801) there are impacts to permanent non-tidal wetlands and wetland buffers. It was explained that the permanent wetland and wetland buffer impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-402, Non tidal wetlands.
39. Stacey Young identified that in Conway Road Contract C (H586801) there are stream buffer impacts. It was explained that the stream buffer impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-403, Impacts to streams or buffers.
40. Slide No. 51 identified that in Conway Road Contract C (H586801) there will be tree clearing in sensitive areas, specimen tree removal, and proposed forest clearing. It was explained that these impacts require tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and a Code Modification to Article 17-6-303(b)(1), Tree clearing in sensitive areas, Article 17-6-303(b)(5), Specimen tree removals, and Article 17-6-303(b)(6), Proposed forest clearing. Since we're proposing code modifications under Article 17-6-303, we will be applying to the office of planning and zoning for a modification of the forest conservation requirements under subsection 17-6-303(d)(1).
41. Slide No. 52 identified in Conway Road Contract C (H586801) some of the proposed work will occur in the floodplain. It was explained that work in the floodplain requires tonight's Community Meeting (Article 17-2-107); MDE authorization (permit approval); and Code Modification to Article 16-2-301, Impacts in a floodplain.
42. Stacey Young mentioned that due to the environmental impacts occurring on Conway Road Contract C (H586801) the design team will coordinate with regulatory agencies to satisfy mitigation requirements and that mitigations for wetland and wetland buffer impacts will be met through a combination of on-site and off-site options.

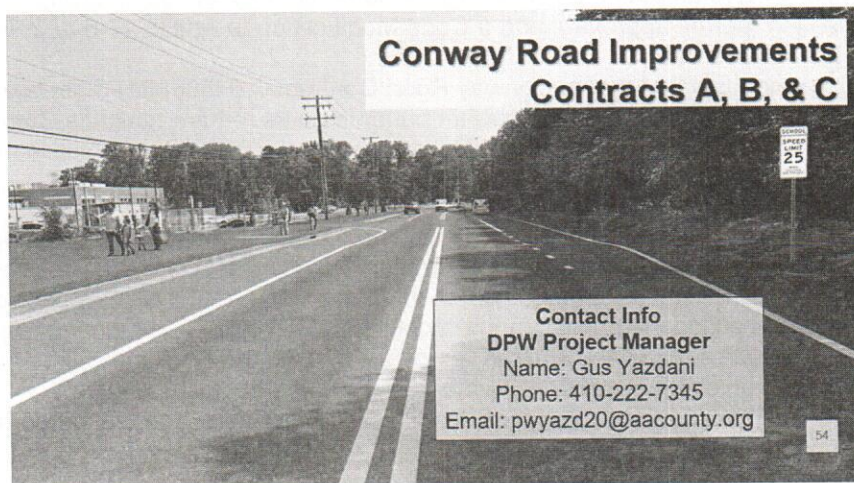
43. Andrew Aguilar then presented the anticipated schedule to complete the design, secure required permits and start / complete construction for Conway Road Contract C (H586801). He noted that this project is not funded for construction and as such there is no anticipated construction date

| Conway Road Improvements – Contract C | |
|--|-------------|
| Schedule – Next Steps *** Subject to Change | |
| • Schematic Design (30%) Phase | Complete |
| • Community Meeting | Tonight |
| • 100% Design Complete | Spring 2028 |
| • Right-of-Way Acquisitions Complete | Summer 2028 |
| • Advanced Utility Relocations Clear | Not Funded |
| • Construction | Not Funded |

 *Note: This contract is not funded for construction.*

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44. Andrew Aguilar turned the meeting back to Gus to close out the presentation.
45. Gus closed the Community Meeting and shared his contact information. At this time Gus opened the floor for comments/questions.



We believe that the above accurately reflects what was presented and discussed at this Community Meeting.

Attachments: Comments / Questions / Responses
CC: Meeting Invitees

Anne Arundel County
Capital Improvement Project #H586801
Conway Road Improvements Contracts A, B, & C
Comments / Questions / Responses

The following are comments, questions and responses submitted during the May 14, 2025 Public Meeting and the 14-Day comment period:

Question 1 (by audience member dated 5/14/2025):

- a. *What is driving the need to create a bus turnaround at the St John Zion Church?*
- b. *Has consideration been given to the impact of bus headlights on the neighboring property owner?*

Response 1:

- a. **The school bus turnaround location shown on the 30% plan was a request by the St. John A.M.E. Church to move turnaround operations from their parking lot onto the neighboring field.**
- b. **Typical public school bus operations are during the daytime and therefore impacts from bus headlights on neighboring properties are not anticipated to be an issue.**

Question 2 (by audience member dated 5/14/2025):

How will Conway Road construction be phased? Will there be road closures?

Response 2:

The construction phasing will be identified at the next design milestone (semi-final). Lane closures are anticipated and will be permitted only during non-peak hours, so as not to disrupt morning / afternoon school operations and commuter traffic. Ahead of construction for each contract there will be a public meeting with the County and contractor in attendance to discuss the planned sequence of construction and schedule.

Question 3 (by audience member dated 5/14/2025):

Will this project make the already difficult sight lines leaving the shopping center at Concord Boulevard worse?

Response 3:

Design explained that there is no widening expected at the intersection of Concord Boulevard, so it is not expected to be worse than current conditions. There are also proposed bioswales in this area that require some tree clearing that should improve sight distance at Concord Boulevard looking west.

Question 4 (by audience member dated 5/14/2025):

What is the need for the shared use path on the northside of Conway Road?

Response 4:

The intent of the shared use path on the north side of the roadway is to provide a safe off-road option for pedestrians and bikes to move from the communities on the west side of the project to the shops and restaurants on the east side. It was also noted that the proposed improvements are consistent with Arundel County's Master Plan.

Question 5 (by audience member dated 5/14/2025):

Will this project increase or decrease roadway flooding?

Response 5:

The design team does not anticipate an increase in flooding with the proposed improvements.

Anne Arundel County
Capital Improvement Project #H586801
Conway Road Improvements Contracts A, B, & C
Comments / Questions / Responses

*Question 6 (by audience member dated 5/14/2025):
What is the bridge construction sequence going to be?*

Response 6:

The County's proposed Conway Road bridge redecking and widening is being designed and constructed as a separate project from the Conway Road Contracts A, B, and C Improvements. The bridge construction phasing is currently under development. One consideration is that bridge reconstruction could occur in two stages while alternating traffic across the bridge. During all stages of construction, a one-lane, two-way operation would be maintained on the bridge over the Little Patuxent River. Traffic along each approach could be controlled using temporary traffic signals at each end of the work zone.

Question 7 (by audience member dated 5/14/2025):
a. *What does the right-of-way acquisition process look like?*
b. *Is the square footage of easement negotiable?*

Response 7:

- a. The County's right-of-way acquisition process includes the following: First, once semi-final design has concluded letters will be mailed to the affected property owners making them aware that their property may be affected by the proposed improvements. Then, an appraisal is performed, and an offer is made. The owner has an opportunity to negotiate, and at which point the goal is to reach an agreement.
- b. Most likely the square footage of the easement is not negotiable as the design has already been minimized to avoid as much acquisition as possible.

*Question 8 (by audience member dated 5/14/2025):
What is Contract A's construction date?*

Response 8:

Fall 2027; however, it was reiterated that the dates shown on the schedule are estimates and could change as the design progresses.

*Question 9 (by audience member dated 5/14/2025):
Is there a plan to add a crosswalk at the Aldi's?*

Response 9:

No, the entrance at Concord Boulevard is unsignalized and adding a crosswalk across 5-lanes of traffic is unsafe and not recommended. As part of a future project, extension of the Master Planned shared use path across MD 3, the County will coordinate with Maryland SHA to accommodate a crosswalk at the signalized MD 3 intersection.

*Question 10 (by audience member dated 5/14/2025):
Will there be a decrease in the number of lanes along Conway Road at the MD 3 intersection?*

Response 10:

No, Contract C ends at Concord Boulevard matching the existing lane configuration so the number of lanes along Conway Road at the MD 3 intersection will be the same.

Anne Arundel County
Capital Improvement Project #H586801
Conway Road Improvements Contracts A, B, & C
Comments / Questions / Responses

Question 11 (by audience member dated 5/14/2025):

Will the construction of shoulders encourage more heavy trucks to use Conway Road? (specifically referencing a preexisting issue with the landfill)

Response 11:

The proposed shoulders are 8 feet wide and it is not anticipated to encourage use by large vehicles. The shoulders will allow queued vehicular traffic the ability to pull off the road to allow emergency vehicles to pass through Conway Road. The design team is not familiar with any past history with the landfill.

Question 12 (by audience member dated 5/14/2025):

What does a wetland buffer mean?

Response 12:

A wetland buffer is a 25' offset from a field delineated wetland.

Question 13 (by audience member dated 5/14/2025):

Are there concerns about affecting the water quality to Little Patuxent?

Response 13:

The design team explained that preliminary stormwater management locations are identified on the preliminary plans to treat stormwater runoff to provide water quality treatment.

Question 14 (by audience member dated 5/14/2025):

What types of mitigation could be expected due to the environmental impacts?

Response 14:

Mitigation for the project is anticipated to be a mix of on-site and off-site measures that will meet all county and state regulations.

Question 15 (by audience member dated 5/14/2025):

How will the bridge over Little Patuxent work with the wider approaches that are being proposed under this project?

Response 15:

It is anticipated that the bridge project will finish ahead of both Conway Road Improvements Contracts B and C. The bridge redecking and widening will accommodate a shared use path on the north side and continuous shoulders on both sides of the bridge. The design for Conway Road Improvements Contracts B and C will taper to meet the proposed shared use path and shoulder width across the bridge.

Question 16 (by audience member dated 5/14/2025):

Will the presentation be available online?

Response 16:

Yes, it will be available on the Arundel County website. Found here:

<https://www.aacounty.org/public-works/engineering/capital-projects?projectNumber=H586801>

Anne Arundel County
Capital Improvement Project #H586801
Conway Road Improvements Contracts A, B, & C
Comments / Questions / Responses

Question 17 (by audience member dated 5/14/2025):

There is a need to have this project completed as soon as possible because of how long it takes emergency services to reach residents, why is the project being delivered in 3 phases?

Response 17:

The County understands that there is a need to have this project completed as soon as possible. However, due to how the County receives funding, splitting the project into 3 contracts is necessary. The community is encouraged to write to their representatives to make them aware of the importance this project has to their community.

Question 18 (by audience member dated 5/14/2025):

Will there still be a shared use path on the bridge?

Response 18:

Based on the latest design plans that have been shared with the design team, there will be an 8' wide path on the bridge. The current design bridge section has 2 lanes, 5' shoulders, curb, and an 8' path behind the curb on the north side. The Conway Road Improvements shared use path and shoulders will transition to tie-into the bridge improvements.

Question 19 (by audience member dated 5/14/2025):

At the bypass lane at the Two Rivers Elementary School, is there an opportunity to extend the storage length? Resident mentioned that current storage is not enough.

Response 19:

The design team mentioned that they would review the current design to see if there is an opportunity to increase the storage for eastbound left turning vehicles.

Question 20 (by audience member dated 5/14/2025):

Is there an opportunity to improve the private business entrance for the trucks turning out of Anchor Concrete products on Contract B? Residents mention that drivers are not waiting properly for traffic to clear before turning out on to Conway Road.

Response 20:

The County will contact Anchor Concrete to discuss working with their drivers to properly look before pulling into the roadway. Also mentioned that sight distance should improve at the intersection with the installation of the shared use path and continuous shoulders.

Question 21 (by audience member dated 5/14/2025):

At the roundabout intersection of Patuxent Road/Meyers Station Road/Conway Road, is anything being done at this location to help pedestrians move through it safely? Specifically, were traffic signals considered?

Response 21:

The design team mentioned that advance warning signs have been added along with striped crosswalks that have pedestrian refuge islands. No pedestrian buttons or signals are planned at this time but there need will be further assessed.

Anne Arundel County
Capital Improvement Project #H586801
Conway Road Improvements Contracts A, B, & C
Comments / Questions / Responses

Question 22 (by online feedback dated 5/15/2025):

I attended the meeting last evening for Conway Project H586801. It was informative. My comments are such: There is a need for a shoulder for parts of the road in Section A that do not have one currently. There are sections in need in Section B as well. The proposed Multi-use pathways are a waste of resources. No one is going to walk, bike, or run on the road. In this day and age when we have to be careful about the dollars we spend and how we allocate future funds, a multi-use walkway is not even close to the top of the agenda. Fix the parts of the road that need shoulder to allow for emergency vehicles to access the homes in Two Rivers. But a multiuse walkway that stretches the length of Conway- not a good use of funds. Some day in the future when we are flush with cash - that will be different. These are uncertain times and the project needs to be reassessed.

Response 22:

This feedback in support of the adding continuous paved shoulders to provide access for emergency vehicles is appreciated. The proposed shared use path on the north side of Conway Road meets Anne Arundel County's 2023 *Bicycle and Pedestrian Master Plan – Walk and Roll Anne Arundel!* plan for Crofton Connections that can be found on pages 210-211 of the Master Plan (see URL below). This meets the County's commitment to providing multi-modal connectivity from residential communities to B&A trail, local businesses and other points in the area.

<https://www.aacounty.org/sites/default/files/2023-05/walk-and-roll.pdf>