



## TOWN OF MANCHESTER

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CHRISTOPHER B. D'AMARIO, MAYOR

October 21, 2008

Joe Chaffman, President  
Hallie Hill Farm Section I Homeowner's Association  
P.O. Box 28  
Manchester, Maryland 21102

Dear Mr. Chaffman and Residents of Hallie Hill Section One,

Thank you for your continued interest regarding traffic operations along Hallie Avenue, Fridinger Mill Road, and MD 30 in Manchester, Carroll County. The Town of Manchester (Town) and the State Highway Administration (SHA) sincerely appreciate your input, and fully understand the concerns which have been expressed regarding safety and traffic impacts that may result from proposed changes to the roadway network. It is our pleasure to respond.

The Town and the SHA have jointly composed this letter to provide information related to past decisions, update the community about the traffic pattern change, discuss steps being taken to manage the re-distributed traffic volume, and to respond to concerns raised at the recent Town meeting including previous letters. To this end, it is important to share with you the roles and responsibility of the public agencies involved in the local development process.

Generally speaking, the Counties, Towns, and SHA work closely together in regional planning efforts and throughout the local development approval processes. The local jurisdictions, Carroll County and the Town of Manchester in this case, are the approval authority for all Master Plans along with all zoning and land use decisions. The SHA's role is to review proposed development projects and their related traffic impact on the State roadway network as an integral part of the local zoning, land use, and development approval processes. In nearly all cases of development, public funds are not used to construct roadway improvements required to mitigate development-generated traffic impacts. These roadway improvements are **privately funded and constructed by developers** as part of their projects, which is the case with the Hallie Hill Farm, Section One and Section Two.

The safety and integrity of the state roadway system are of vital importance in that process. The SHA has the responsibility to regulate access to properties abutting the state roadway network and ensure that development-generated traffic impacts are addressed in an acceptable manner along the state roadways. The County and Town on the other hand have the same responsibilities for the local county and/or town owned roadways. To ensure that all appropriate factors are considered, the SHA examines all relevant issues and provide comments to the County and/or Town during the development process. While SHA will focus on the proposed operational and safety elements of the proposed development on the state roadway network,

Carroll County and the Town determine the ultimate outcome of the development approvals and local road network decisions. This process includes short-term and long-range planning of areas under their respective authority.

It is important to clear up any confusion about roadways and the agency responsible for their ownership and maintenance. Both MD 30 and MD 86 are state owned and maintained roadways. Fridinger Mill Road from the Hallie Hill development (west of MD 30) to the MD 30 intersection along with Hallie Avenue (through both Hallie Hill Sections One and Two) are Town owned and maintained roadways. Fridinger Mill Road west of the Hallie Hill development is owned and maintained by Carroll County.

The Town's Comprehensive Master Plan from 1998 initially identified a realignment of Fridinger Mill Road directly opposite MD 86 (Lineboro Road) in coordination with closing existing Fridinger Mill Road at MD 30. The limited sight distance at Fridinger Mill Road was a primary factor when the possibility of terminating all access from Fridinger Mill Road to MD 30 was considered. Other factors include: exercising good access management techniques; the desire to consolidate the number of public streets intersecting MD 30 to reduce vehicular conflict points with turning vehicles, and improving traffic flow along roadway network. MD 30 is classified as a principal arterial that carries approximately 17,000 vehicles per day in this area.

Through discussion, it was determined the addition of a fourth leg to the existing MD 86 intersection would not be desirable. The grade along MD 30 at this location, accident experience and the added traffic associated with the development of Hallie Hill Farm would have created safety and operational deficiencies. After much discussion between the developer, the Town, Carroll County and SHA, it was determined that Hallie Avenue would be constructed as a collector street to intersect both sides of MD 30, south of MD 86. Additionally, turn restrictions would be enacted along MD 30 at MD 86 and MD 30 at Fridinger Mill Road by raised concrete islands to control access and reduce conflicts points. The intersections at MD 86 and Fridinger Mill Road were both proposed to be changed to right-in and right-out access, which would prohibit left-turns in or out of these roadways. Accordingly, MD 30 at Hallie Avenue would have a traffic signal installed to provide access for drivers who would be redirected from the two adjacent intersections where left-turns are prohibited.

The roadway improvements described above are under construction by the developer of Hallie Hill Farm. This work is privately funded and being completed by the developer's contractor, through an access permit issued by the SHA, in accordance with Maryland law and the Town and County land use process.

As many may know, the Town and the SHA have agreed at the recent Town meeting to temporarily modify the turn restrictions planned for the intersection of MD 86 at MD 30. This decision was made after careful consideration of comments offered by residents from Hallie Hill Section Two. The left-turn movement from southbound MD 30 to MD 86 will be prohibited. However, the left-turn from MD 86 onto MD 30 southbound will be permitted while accident data continues to be monitored. Additionally, there will be a truck restriction posted on Hallie Avenue (east side of MD 30) to limit through trucks to less than 5 tons. Local delivery trucks,

school busses, County and State agency vehicles will be permitted to use Hallie Avenue and access the new traffic signal. Enforcement of this truck restriction will be the responsibility of the Manchester Police Department.


As a follow up to the Town meeting and numerous inquiries, the Town and SHA met recently to discuss the input from residents in Hallie Hill Section One regarding the proposed changes to Fridinger Mill Road at MD 30. Again, we want to emphasize that all comments from the community were carefully considered in the discussion and the decision. The result is that the Town will place a truck restriction on Hallie Avenue (west side of MD 30) to limit trucks to less than 5 tons. This will be identical to the truck restriction on the east side of MD 30, and provide a uniform truck restriction along the entire stretch of Hallie Avenue.

The proposed island at the intersection of MD 30 and Fridinger Mill Road will be constructed by the developer as planned to limit traffic to a right-in and right-out movement. The Town will review the potential for traffic calming devices along Hallie Avenue in conjunction with this change. Measures such as installing a yellow centerline and white edge lines along Hallie Avenue can visually reduce the width of the pavement and result in lower operating speeds. A priority enforcement program by the Manchester Police Department will also be considered.

The issues associated with local master plans and the planned development of commercial/residential communities routinely balance all issues during the short-term and long-term planning process. This situation is not unusual except that many of the residents were not aware of the past plans, discussions, and the development approval processes. All the agencies agree that better communication can reduce the chance of these circumstances occurring.

The Town and the SHA thank you again for your comments. If you have any questions or need additional information, please contact the appropriate agency. For questions concerning the Town owned roadways, please contact Mayor Chris D'Amario or Steven Miller at 410-239-3200. For questions concerning the County owned roadways, please contact Mr. Chris Letnaunchyn or Mr. Ron Church at 410-386-2157. For questions concerning State owned and maintained roadways, please contact Mr. Dave Coyne or John Concannon at 301-624-8140.

Sincerely,



Mayor Christopher D'Amario  
Town of Manchester



David J. Coyne  
District Engineer  
State Highway Administration

cc: Ronald A. Church, Manager, Engineering Review Division, Carroll County Department of Public Works

**John M. Concannon, Assistant District Engineer – Traffic, SHA**  
**Steve Foster, Chief, Engineering Access Permits Division, SHA**  
**The Honorable Larry Haines – Maryland State Senate**  
**Chris Letnaunchyn, P.E., Traffic Engineer, Carroll County Department of Public Works**  
**Steve Miller, Town Manager, Town of Manchester**  
**D. Scott Newill, Engineering Access Permits Division, SHA**  
**The Honorable Tanya Thornton Shewell – Maryland House of Delegates**  
**The Honorable Nancy Stocksdales – Maryland House of Delegates**