



The Villager

Newsletter of the Davidsonville Area Civic Association

Vol. 46, No. 3

P. O. Box 222, Davidsonville, Maryland 21035

September-October 2019

Roads, Roads, Roads! We live with them and with all the traffic they carry, including US!

Senator Ed Reilly brought together an informed cohort of experts on traffic on Davidsonville's roads to provide information prompted by the concerns of local residents. Two state troopers; seven sand and gravel company operators from Chaney Enterprises, Belle Grove Corporation, and Brandywine Aggregates; and the president of Bike Advocates for Annapolis and Anne Arundel County (BikeAAA), attended DACA's August 1 board meeting to enlighten us on current practices and regulations of heavy dump trucks, and bicycle safety. Go to page 4 to see what we learned.

Bridges! Across the Bay and the Patuxent River

See page 3, 6, and 7

Speak your opinion about the Governors Bridge! Prince George's County invited Anne Arundel County residents to attend the public information meeting to review the recent feedback received from residents of both counties and to discuss the Prince George's County DPW&T preferred alternative.

PG County's preferred alternative appears to be No-Build, based on findings from an engineering analysis and public feedback, not including Anne Arundel residents. Prince George's County Council Chair Todd M. Turner, in conjunction with DPW&T, will host the meeting on **Wednesday, September 25, 2019 from 7:00 p.m. to 9:00 p.m. at Bowie City Hall, Council Chamber, 15901 Excalibur Road, Bowie, MD 20716.**

Governors Bridge Road and Riva Road reconstruction starting this fall

AA County Department of Public Works states that the purpose of the reconstruction project is to raise the profile of Governors Bridge Road to improve safety by improving sight distance. DPW will reconstruct the intersection with Homewood Road (Cambria entrance road) and place a signal light at the intersection to make it safer for the Cambria residents to exit their neighborhood. They will rebuild Riva Road through the curve, banking it toward Cambria, realign Glen Isle Road to make it more perpendicular to Riva Road, widen Governors Bridge Road to include a left turn lane, and do wetland mitigation. These wetlands were created by the County when Planning and Zoning made the developers of Cambria realign Homewood Road with Governors Bridge Road. They had to cut down the hillside on the Cambria side of the road, and blocked the drainage down Governors Bridge Road in the process creating the wetland on the Governors Bridge side of the road. So, to widen the intersection to include a left turn lane, they also have to do wetland mitigation, which includes step drainage ponds on the Governors Bridge side.

The work zone will require Governors Bridge Road to be closed eastbound. Traffic will be detoured 24/7 for four months at least. The detour will route traffic from the intersection of Governors Bridge Road and Davidsonville Road south on #424 to Central Avenue, then east on #214 to turn north on Riva Road to continue toward Riva and Annapolis. Residents of St. George Barber Road and the communities that enter it will have to go west to Davidsonville Road to reach the detour route to get to Riva Road, or use #50 to get to Annapolis.

DACA people

Many thanks to Bill Sadler for his contribution to DACA in addition to his dues for the next five years. Very special thanks to LIFE member Betty Knupp for her generous contributions to the general support of DACA and \$100 to the Scholarship Fund.

[July-August was] One of the best issues of the Villager. Keep it up! Sad to hear about the sign still not erected....
Bob Bradshaw

Promises, promises!

Keep up the excellent work! W. S.

DACA does a great job in preserving the rural character of Davidsonville. The Villager keeps us informed. Thank you. B. K.

We received DACA's check for Robert's scholarship to Gonzaga College High School. Thank you so much for your help and assistance and thank you to the whole DACA family. We are very grateful! Sam Canestrari

Our focus is safety for all road and trail users and I appreciated the opportunity to meet with DACA. Jon Korin, BikeAAA

It was our pleasure to be available to meet and discuss the concerns of the community. We strive on a daily basis to be a good neighbor and do not take the concerns of the community lightly. If you have any additional thoughts or hear any other concerns from the rest of the board, we are happy to address them. Thank you again for having us and please let us know if you have any questions at all.

Kyle Murray, Chaney Enterprises
301-932-5335 C 443-871-3440

Thank you for the opportunity to talk to the residents of the Davidsonville area with concerns. If you need further assistance please don't hesitate to contact me at 410-224-1411.

With regards, Chip Bullen, Belle Grove Corp.

DACA Scholarship

Tom Angelis and the DACA Board of Directors invite you to help contribute to this fund so we can offer larger amounts to applicants. **To support the fund**, make your check in any amount payable to DACA and write "scholarship" in the memo space. Remember, every bit helps, whether coming in or going out! In 2018, the DACA Board approved using funds from the scholarship to match prize money for winners of the Green Expo poster contest. Tell us how you would like to see it used in 2020!

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Dog Park update

About 40 (or more?) residents braved a pouring rain storm on June 11 to attend a meeting to learn about the dog park that Bonnie McLeod proposed for her property on Rutland Road at the crossing of Route #50. Ms. McLeod described her vision for the park, and the engineer presented the site plan showing changes made from the original plan. They answered questions from an audience mostly opposed. Matt Pipkin, Legislative Aide to 7th District Council member Jessica Haire, had answers to lots of questions regarding traffic and classification of the road.

Major concerns include increased traffic on a narrow rural road; the increase in storm water that already flows from the site across properties on Governors Bridge Road; and possible impact from private club events with music and refreshments.

The AA County Office of Planning & Zoning rejected the original application in June and a resubmittal was due by July 29; agency comments were due in mid-August.

Council Bill 62-19 was introduced on July 1 to tighten the definition of "private club." On September 3, the Council voted unanimously to pass the change in the code. Discussion by Council members and the Office of Law made it clear that it would apply to plans currently in development (i.e. the dog park) and that more than occasional commercial activity would be grounds for zoning use violation. Four residents testified at the hearing on the bill. The law will take effect 45 days from passage, mid-October.

Governor's Bridge construction options

David Anderson of Anne Arundel County's Department of Public Works came to DACA's August Board meeting to seek the Board's opinion on six proposed alternatives of construction for the Governors Bridge across the Patuxent River. Reconstruction of the bridge will be in partnership with Prince Georges County. The bridge has been closed for two years since failures were rediscovered after repairs were made. Numerous studies have been made over the many years of the bridge, including archeology, environmental impact, and natural resources because of the presence of parks on both sides.

Mr. Anderson presented the six alternatives to be considered.

#1. No build: do nothing except minor improvements to the bridge. Would allow only non-vehicles to use it. Bridge is failing due to corrosion of lower members of structure. No federal funding for necessary repairs; the counties will have to pay full cost -- \$100,000 each

#2. Rehabilitation of existing structure. This would allow lightweight vehicles only—no commercial vehicles or fire equipment. No flood mitigation. Cost \$2,200,000 This option may or may not be eligible for federal funding (at a ratio of 80% federal, and 10% from each county).

#3. Replace existing structure with single lane 15 feet wide, new substructure using elements from the current bridge as a facade to replicate the bridge today, and meet historic preservation requirements. No weight restriction; cost \$6,000,000.

#4. Two lane bridge with same conditions as #3—22 feet wide; reconstruction, realignment and widening of Governors Bridge Road. Cost \$6,850,000

#5. Complete replacement of the bridge on a new road alignment with one lane. Cost \$6,900,000.

#6. Complete replacement of the bridge on a new road alignment with two lanes. Cost \$7,700,000.

Alternatives 3, 4, 5, and 6 will include installation of culvert pipes under the road to manage flooding, and elevation of the (Continued on page 6)

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Roads! Living with traffic *from page 1*

State Police Sst. Joe Wilson and Cpl. Kyle Donaldson explained how the state police enforce the traffic regulations that govern heavy trucks traveling through Davidsonville and beyond, primarily commercial vehicles, the locations of their check points, and penalties for violations. Fines can be stiff—\$5,000 or \$10,000 for weight violations. The troopers regularly monitor traffic at Patuxent River Road and Central Avenue and make random stops for safety inspections—tires, brakes, and such. Most violations are committed by individual owner-operators, not company-owned vehicles. The police welcome residents' reports of violations duly documented as to time and location. They corroborated Jon Korin's remarks about bicycle regulations. Anyone who witnesses a violation should call the State Police barracks in Annapolis, 410-267-5800.

Jon Korin, is President of BikeAAA, a nonprofit that advocates for bicycle riders, and he serves on the county Bike Advisory Committee. Individual bicyclists and club groups can ride on roads with a speed limit up to 50 mph, and on many trails in the county, but park trails usually have a speed limit of 15 mph, too slow for bicyclists. Many riders prefer the scenic country roads of Davidsonville and South County for a more varied travel route. Clubs come from all parts of Anne Arundel and neighboring counties and from Washington, DC,

and Virginia to ride in our area. On weekends their cars can be seen at Davidsonville Park and Ride lot; safer than parking on the side of the road.

Bicycle riders must obey all the same traffic laws as automobile drivers as to speed limits, keeping to the right side of the road, obeying light signals and stop signs, and such. Helmets are required only for riders younger than 16 years old. Lights are required when visibility is poor. Riders are expected to keep to the right side of the lane and, when traveling in a pack, to ride no more than two side by side. They may need to use the middle of the lane to avoid trash and debris in the road.

Many roads are posted with signs saying "Bicycles use the full lane." Then the County Roads Department painted these roads with a double yellow line which prohibits automobiles from crossing into the left lane. On May 3, Nestor Flores, Chief of AA County Traffic Engineering, wrote that the decision to remove passing zones on county roads was made before the newer law was passed to require the three foot buffer when passing a bicyclist. He said they will review popular bike routes and will develop recommendations for the creation of passing zones. Mr. Korin told the DACA Board that riders at the rear of the pack warn those ahead when they are approached from behind by an auto. Drivers must maintain at least three feet of space between their car and the bikes as they go by. *(Continued on page 5)*



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Bikes and Trucks (from page 3) They are urged to use common sense when passing bikes. They should not pull into the left lane on a sight-limited curve or a hill. BikeAAA’s focus is safety for all road and trail users. The police officers and Mr. Korin allowed that when passing bicycles on a visible stretch of road, it is reasonable to straddle the double line—better than knocking over a bicycle. When in doubt about bicycle regulations, Mr. Korin suggested asking County police and the AA County Department of Recreation and Parks.

Chaney Enterprises, Brandywine Aggregates, and Belle Grove Corporation deal in sand and gravel from long-time excavation pits along the Patuxent River. Chaney and Belle Grove operate under special exception.

Kyle Murray, Land General Manager, spoke for Chaney Enterprises. Their Riddle pit and Sandy Fill Reclamation on Sands Road in Harwood provide concrete sand, mason sand, and cone sand and gravel tailings, pea gravel, washed and unwashed gravel, and stone, and recycled concrete for pick-up or delivery. No more than 200 truck trips per day are allowed. Their trucks are on the road from 7:00 am until 5:00 pm and are not allowed to park outside the closed gates before 6:30 am. Chris McCoy is the Safety Manager; he outlined the safety

measures the company imposes on their own drivers and independent owner-operators. The trucks are equipped with cameras that monitor speed, erratic moves by truck drivers, and actions by other vehicles on the road that cause problems for truck drivers. Dump trucks carry canvas covers front and back to prevent dropping materials on the road. Drivers must agree to drive on designated roads and those who violate regulations are barred for 24 hours; repeat offenders are permanently prohibited from driving for them.

Chip Bullen stressed that safety is a primary concern at Belle Grove’s operations at Westport on Sands Road in Lothian. Hours are from 7:00 am until 3:00 pm, Monday through Friday. He estimates about 70 trucks per day enter and leave the site. They offer disposal of clean dirt and aggregate (no larger than one cubic foot). The concrete crusher can be used only two weeks in a year. It is industry practice to stockpile concrete chunks of more than one cubic foot and process it into recycled aggregates to be used for roads, parking lots, driveways, and such, when enough material to be processed has accumulated.

Brandywine Aggregates bought the site on Patuxent River Road from Brandywine Enterprises in 2017. Dating back to the 1940s with the Abend family, the excavation has been mostly mined out, but still has some deposits remaining, being mined by a different company on the site. Brandywine Aggregates stockpiles dirt, asphalt, sand and gravel, running it as a reclamation operation. Daniel Jones said they are open from 7:00 until 5:00 Monday through Friday and some Saturdays. The company employs their own truck drivers and a few outside contract drivers. They may have between 30 and 80 truck trips per day. They also have a system that monitors the trucks and drivers. They do not have a concrete crusher.

Many thanks to Senator Ed Reilly who asked all the right questions.

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Governors Bridge options *from page 3*

roadway to reduce road closures. Alternatives three through six are eligible for 80 percent federal funding, the remainder to be paid by the two counties.

Mr. Anderson noted that the next step is to get an answer from both county fire departments about the need for access to the bridge in an emergency; they also need input from the Federal Highway Administration about eligibility for federal aid for Alternative Two. He asked DACA to state its preference for one of the alternatives within the next 30 days. In September Vice President Ed Woods reported that the Prince George’s County Fire Fighters Association and the Anne Arundel Fire Fighters voted in favor of alternative #3.

On August 13, DACA’s board notified Christopher Phipps, AA County Department of Public Works, of their decision. Copies of the letter were sent to Dan Anderson, County Executive Stuart Pittman, County Council member Jessica Haire, James Kitchin, and Matt Pipkin.

In summary, DACA wrote that 11 members, a clear majority, agreed that #3 is the best option.

Alternative #2: Three felt #2 would be best.

Alternative #1: One would have liked the No Build, but opted for #2.

Alternatives #4, #5, and #6. No board members supported any of these three options. None liked the shifted road alignments and all agreed that the two-lane options, #4 and #6, are particularly unsatisfactory and problematic due to the unintended consequences of additional commercial traffic on the bridge and on Governors Bridge Road.

We need that bridge but DACA’s concern is that our rural roads are ill suited to commercial traffic and we are all hearing the concerns of the residents affected by the existing commercial traffic.

Mr. Phipps replied by email the same day: “Thank you. We will share your comments and recommenda-

tions with our colleagues in Prince George’s County with the goal of reaching a mutually satisfactory conclusion. This is very critical feedback from those most affected by whatever decision is ultimately made, so it is key that your comments and perspective be considered.”

Several informational meetings about the project were held in Prince George’s County last year, none informing Anne Arundel residents. On September 3 Mr. Phipps sent the following flyer to DACA to notify local residents.

Governors Bridge Rehabilitation Project

“The Prince George’s County Department of Public Works and Transportation (DPW&T) has analyzed the feedback received from residents of Prince George’s and Anne Arundel County on the six proposed bridge alternatives for the replacement of Governor’s Bridge Road Bridge. The alternatives were presented at the October 17, 2018 public information meeting. These results of the feedback have been shared with Anne Arundel County Public Works.

“We invite you to attend the public information meeting to review the feedback received from residents of both Counties and to discuss the Prince George’s County DPW&T preferred alternative. The preferred alternative was identified based on findings from an engineering analysis and public feedback. Prince George’s County Council Chair Todd M. Turner, in conjunction with DPW&T, will host the meeting on Wednesday, September 25, 2019 from 7:00 p.m. to 9:00 p.m. at Bowie City Hall, Council Chamber, 15901 Excalibur Road, Bowie, MD 20716.”

Attached to the flyer was this note: “**The PG DPW&T prefers the ‘no-build’ option which would leave the bridge closed to vehicular traffic permanently.** DACA has expressed support to Option 3 which would improve the structural integrity of the existing structure and allow it to accommodate public safety vehicles while leaving it as a one-lane bridge.”



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Another Bridge across the Bay

The Maryland Transportation Authority has narrowed the site selection for a new Bay Bridge from 14 choices to three, all in Anne Arundel. County Executive Stuart Pittman issued the following statement on August 27:

“This morning, I was surprised to find out that the joint federal and state study of potential Bay Bridge crossings had been narrowed down to include only those that cross through Anne Arundel County. Any of the three options will be severely disruptive to existing communities and sensitive environmental areas. All three options could destroy parks along the Chesapeake Bay, at a time when we are trying to expand public water access.

“The study’s 2040 projections for Bay Bridge traffic are based on an assumption that the Eastern Shore will develop in ways that its communities oppose. I suspect that residents will protect their Eastern Shore land from development interests, and that bridge traffic can be better addressed with the forward-looking public transit options that this study dismisses. If we haven’t figured out how to get cars off the road by the time this bridge gets built, we’ll have much bigger problems to confront than traffic. Let’s not build yesterday’s bridge tomorrow.”

SHA will hold a **public information meeting** to discuss the final three options for a location of a third Bay Bridge on **October 3, from 6:00 until 8:00 pm, at Anne Arundel Community College**. The present favorite choices are from Pasadena to Rock Hall, another span from Route #50 to Kent Island, and from the Mayo peninsula to Easton. District 7 Council member Jessica Haire and County Executive Pittman have already spoken out in opposition to the Pasadena and Mayo Peninsula options.

Both the Pasadena and Mayo options present significant challenges, and MDTA materials note that both are “less compatible with existing land-use patterns.” The option to add a third span at the existing Bay Bridge would reduce traffic the most and therefore “has the greatest potential,” said Jim Ports, executive director of the Maryland Transportation Authority, which is conducting the study. The review is expected to continue until 2021, when the state will choose a preferred route.

In DACA’s area, the concern is that the Mayo option would funnel traffic from the south on Route 2, from the west on Central Avenue (#214), from the north on Davidsonville Road (#424) to converge on Central Avenue East through a very crowded community. Picture that on our roads!

Presumably, any who attend the meeting on October 3 will be treated to a full-blown description of all three possibilities, plus a no-build option, and they may have the opportunity to express their opinions.

Pollinators on the Patuxent!

Saturday, September 21, 2019, 10 am to 2 pm

Join the Friends of Patuxent as they celebrate the magnificent pollinators of North America. See biologists and volunteers tag monarch butterflies. Discover how domestic and native bees sustain your environment. Join a guided nature walk. Children and family fun activities. Please go to the link below for more information and free registration.

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Our Post Office must move

Holy Family Church owns the land where the Davidsonville Post Office stands and, as the lease expires, the post office must relocate no later than September 2020. On July 25, about 25 people attended the post office meeting at Davidsonville United Methodist Church, as required by law to let the community know that the Post Office would be moving and why, and the process for the relocation. Richard Hancock, Real Estate Specialist for the USPS, provided the scant information he had available. Mr. Hancock said the post office real estate staff began its land search two years ago, seeking a suitable location as close as possible to the present site within the 21035 zip code, and researching in the real estate market for possible land or buildings that may be available. Ideally they would prefer a building already existing that could be renovated to suit their purposes on land they can lease for ten years. Funding is available now. They prefer to lease rather than buy land. The present post office is 2,400 square feet and they want 5,000 square feet on a plot big enough for seven mail trucks, parking for automobiles, and turn-around space for delivery trucks.

Suggestions were made by people in the audience—space at Davidsonville Station on the corner of #214 and Patuxent River Road; any space on Homestead Gardens property; a

vacant building on #214 on the Prince George’s side of the Patuxent; parcels on #214 at Riva Road and on #214 at Brick Church/Beard’s Creek Road. Mr. Hancock can accept suggestions of potential locations only in writing, and he took no notes of what people said at the meeting; he provided little additional information. He will welcome further suggestion and questions sent to him at richard.a.hancock2@usps.gov. DACA was well represented at the meeting, which lasted about half an hour. The church proposes to build a new driveway between their parking area and Davidsonville Road through the lot where the post office sits.

The Perennial Welcome Sign Saga

I’ve applied again for a permit, the fourth time! Different people seem to get involved and then move or leave SHA. Very frustrating! Brian Riddle offered to help. The sign is complete and as soon as the permit is awarded we can proceed. I’d really like to see this project to completion.

Chris Asher

Bob Carobrese initiated the welcome sign idea 11 years ago! Chris took on the assignment when Bob died in March 2018 and SHA actually granted a permit in April 2018, but does not recognize it now.



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General Development Plan 2040

The Plan 2040 Visioning survey showed strong citizen support for the designation of a new Resource Sensitive Policy Area in the new General Development Plan. Many survey respondents seem to be aware of the fact that AACo leads the state in its rate of forest loss, has seen numerous attempts to develop in the Critical Area like the once-proposed Turtle Run subdivision, suffers from storm water run-off problems, and often struggles with other environmental issues. The proposed new policy area would provide guidance for addressing land use issues that impact valuable natural, cultural, and physical features of the county. A very important natural feature that has not received adequate protection in the past is our Green Infrastructure. Including it in any new Resource Sensitive Policy Area (RSPA) would be reasonable and desirable.

Improved protection of Green Infrastructure

The scattered pattern of modern development consumes an extensive amount of land and fragments the landscape, converting a once near-continuous stretch of forests and wetlands to small, isolated islands of habitat in a sea of developed land. In recent years Anne Arundel County has been shown to be one of the most egregious practitioners of forest clearing of all Maryland counties.

The Maryland DNR has mapped the most ecologically important lands remaining in the state and identified them as Green Infrastructure. Green Infrastructure

(GI) is a network of large blocks of intact forest and wetlands, called “hubs,” linked together by linear features such as forested stream valleys, ridge lines, or other natural areas, called “corridors.” An essential characteristic of Green Infrastructure is the interconnection of its features.

The county is in the midst of producing its Green Infrastructure Master Plan, which will likely include an updated map. Much of the Green Infrastructure in AA County lies in its western and southern portions. Green Infrastructure boundaries are currently well identified through DNR’s GIS maps. About half of the GI lands are protected from development by various kinds of easements or inclusion in the Critical Area, but about half are not. These ecologically important areas and the flora and fauna living there warrant increased protection and should be included in any Resource Sensitive Policy Area.

Green Infrastructure includes the most ecologically valuable portions of our forests and streams and, together with other important natural and cultural features, it should be given the highest degree of protection from disturbance. ALC proposes adoption of policies for Resource Sensitive Policy Areas, including Green Infrastructure, that at the minimum will:

- Establish an on-line GIS map of County-designated RSPAs
 - Minimize development activities within the RSPAs
 - Target land conservation funding to RSPAs
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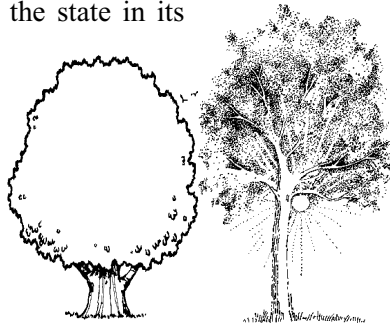
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Forest Conservation Bill to be heard October 7

Bill 68-19 is an ordinance concerning Subdivision and Development and Forest Conservation. It was introduced September 3 by request of the County Executive for the purpose of modifying forest conservation provisions; grandfathering certain applications and permits; establishing standards for granting modifications to forest conservation requirements; revising the exceptions to the requirements for modifications to special priority retention areas; revising the requirements for forest stand delineations and forest conservation plans; revising the forest conservation thresholds applicable to reforestation; modifying reforestation ratios for clearing above a threshold; revising fees and security related to forest conservation; and generally relating to subdivision and development.

AA County leads the state in its rate of forest loss. This bill will strengthen the law in our county. It is opposed by developers and supported by Growth Action Network, of which DACA is a member.



PASSED! County Council allows civic associations the right to testify on zoning issues

Developers have for a long time been required to notify owners of a nearby property of proposed zoning approvals, and now Bill 59-19 requires notice to be sent to the president of a community or homeowner's association that is both within 300 feet of the property and on the list maintained by the Office of the County Executive. When the civic association or its members have an interest or concern with a proposed development, the association's position now can be heard and considered by the Hearing Officer. The developer also must send by first class mail a copy of the approval within 10 days after receipt of the approval of an application for sketch plan approval or an application for final plan approval, to all lot owners within 300 feet of the property; to the Office of Planning and Zoning; and to the Council member of the Councilmanic District in which the property is located; and if the property abuts another Councilmanic District, to the Council member of that District.

The bill was passed by the County Council on September 3. Prior to this, civic associations were discounted as not having standing to testify.

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Clean-up of contamination at Transmitter site

Representatives of Joint Base Andrews attended RDACA’s annual meeting in June to inform Davidsonville residents of the groundwater contamination and environmental cleanup at the Air Force Transmitter site on Bottner Road, just north of Route #50.

Christopher Moran from Weston Solutions Inc., a contractor to USAF, and Bill Burris from the U.S. Air Force, described the contamination and the Air Force solution to the problem. Peggy Williams represented the MD Department of Environment. In 2001 they discovered a large diesel fuel oil tank that supplies an emergency electric generator system had leaked via an underground pipe. In that same year, contaminated soil was removed, and the fuel was pumped out of the groundwater.

In the process of remediating this spill, they discovered a plume of chlorinated solvents flowing southwest toward the Patuxent River. Weston Solutions was engaged to assess the plume in 2007. Contamination was found only in the surficial aquifer. In 2015, Weston proposed a remedial action plan. The remediation included in-situ biodegradation and in-situ chemical reduction by injecting emulsified oil and powdered iron into the groundwater to encourage bacteria to break down the solvent. So far they have completed one injection from October through December of 2016. They plan two more injections at four-year intervals. The total cleanup will take 22 years for the bacteria to degrade the contaminants. Monitoring in 2017-18 shows they have reduced the concentration of the contaminants in the plume by 53 percent.

Jug Bay Natural Area



Jug Bay Natural Area is the headquarters for the Patuxent River Park. The Patuxent River is the most important freshwater tidal estuary in the Chesapeake Bay region. M-NCPPC works cooperatively with federal, state and local agencies, and conservation organizations to ensure the Patuxent River remains one of Maryland's premier river greenways. Jug Bay Natural Area is a component of the Chesapeake Bay National Estuarine Research Reserve in Maryland, a nationwide network of diverse coastal estuaries that serve as laboratories for scientific research, education, and monitoring.

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SCCA

South County Concert Association invites you and youth!

The Board of Directors invites you to join SCCA for our 44th concert season. We are excited to offer a varied series of outstanding performances.

The cost for the 2019-2020 season is \$60 per adult. To encourage young people to attend, students age 18 and under will be admitted free. We are committed to offering top-quality attractions at very affordable prices, made possible because we are an all-volunteer organization supported by subscriber fees, donations and grants.

Your donations allow us to present more expensive programs as well as master classes and concerts by our performers in area schools. We welcome donations of any amount, which are 100 percent tax deductible. Those who contribute \$50 or more will be recognized on our program patron list.

Please note our new web site at www.SouthCountyConcertAssociation.org. You can subscribe by a credit card through our web site, by mail, or by bringing payment to our first concert.

2019-2020 Season

South County Concert Association

Southern High School, 4400 Solomons Island Road (Route 2), Harwood, MD 20776

Celtic Angels	Saturday, September 14	7:30pm
Sons of Serendip	Thursday, October 10	7:30pm
Dan Miller's Cowboy Music Review	Sunday, November 3	3:00pm
Harbor City Music Chorus	Sunday, Feb 9, 2020	3:00pm
Cosmic Symphony	Sunday, March 22	3:00pm
Broadway Bound—3 Redneck Tenors	Wednesday, April 15	7:30pm

Anne Arundel Community Concert Association

Severna Park High School, 60 Robinson Road, Severna Park, MD, 21146

Burlap to Cashmere	Monday, Sept 16, 2019	7:30pm
Alina Kiryayeva	Monday, October 14, 2019	7:30pm
Loren & Mark	Sunday, November 24, 2019	3:00pm
Peabody Ragtime Ensemble	Winter 2020 date/time tbd	
The Maxwell Quartet	Friday, April 3, 2020	7:30pm

Steve Dougherty, President
Betty Knupp, Membership
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Friday 10:00-5:00
Saturday 10:00-5:00

Start School Later

When classes resume for Anne Arundel County Public Schools next month, high school start times will shift from 7:17 a.m. to 7:30 a.m. and nearly all other schools' hours will shift by 15 minutes. Is it worth it?

For our teens, yes. Teens' sleep cycles, which are driven by biology (not cell phone use or parenting), dictate that teens generally can't fall asleep until 11 p.m., and they need eight to ten hours of sleep nightly. Research shows even small shifts are beneficial, and, despite popular belief, when school starts later, teens don't stay up later. They fall asleep at the same time and they get more sleep.

More sleep results in fewer absences, less tardiness, better grades, higher graduation rates, less obesity, less depression, lower risk of suicide, fewer car accidents and fewer sports injuries. The 13-minute shift also means there will be only one week, not two months, when the first bell rings before the sun rises, resulting in greater visibility and safer travel for thousands of high school children. The shift is clearly beneficial to our high school students.

Unfortunately, the way the school system chose to implement this shift means elementary and middle schools will start and end later, too. That means more children will be arriving at home closer to sunset in the winter months, and some families will now have to make arrangements for before-school child care.

Many elementary and middle schools already start after 9 a.m. and end near 4 p.m., requiring families to secure before-school care. That need will expand. Fortunately, when participating in the 2014 AACPS School Start Times Task Force, the Anne Arundel County Department of Recreation and Parks committed to providing additional school-aged child care if there is sufficient demand from the community. With school starting next month, we hope Anne Arundel County Public Schools and the county are prepared to meet this expanded need. *Capital Gazette August 16, 2019*

Guest column by Lisa Van Buskirk

Is it acceptable for high school to start an hour earlier than the earliest time recommended by the medical experts? Is it necessary to sacrifice the needs of one age group to meet the needs of another age group? Aren't healthy, safe, developmentally appropriate school hours for all students, regardless of age or grade, equally important? LVB



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 Del. Michael E. Malone 410-841-3510 michael.malone@house.state.md.us
 Delegate Heather Bagnall 410-841-3406 heather.bagnall@house.state.md.us
 Delegate Sid Saab 410-841-3551 sid.saab@house.state.md.us
 State's Attorney Anne Colt Leitess 410-222-1740 aacsao@aaacounty.org

Anne Arundel County

County Executive Stuart Pittman 410-222-1821 expitt99@aaacounty.org
 Council District 7 Jessica Haire 410-222-1401 jessica.haire@aaacounty.org
 James Kitchin, Community Constituent representative for Council District 7, can be reached at exkic22@aaacounty.org.

County Police Hiring for Civilian Positions

We're advertising additional position vacancies all over our department - office support assistant, part time animal care & control dispatcher, school crossing guard, senior management assistant, and warehouse manager! Go to the following links for specific information.

Office Support Assistant II, Police Department

<https://www.governmentjobs.com/jobs/2521206-0/office-support-assistant-ii-represented/agency/annearundel>

Public Services Dispatcher - Part Time (Animal Care & Control), Police Department

[https://www.aaacounty.org/departments/personnel/employment-information/Job s/public-services-dispatcher](https://www.aaacounty.org/departments/personnel/employment-information/Job%20s/public-services-dispatcher)

School Crossing Guard (Temporary), Police Department

[https://www.aaacounty.org/departments/personnel/employment-information/Job s/school-crossing-guard](https://www.aaacounty.org/departments/personnel/employment-information/Job%20s/school-crossing-guard)

Senior Management Assistant (Budget & Fiscal Planning), Police Department
<https://www.governmentjobs.com/jobs/2539017-0/senior-management-assistant/agency/annearundel>

Warehouse Manager (Property and Evidence), Police Department

<https://www.governmentjobs.com/jobs/2517955-0/warehouse-manager/agency/annearundel>

Thank you for applying! Lt. D.B. Long, dlong@aaacounty.org 410-222-8809

Help protect our world!

No more foam containers starting July 2020. The Maryland Legislature passed Senate Bill 285 prohibiting food service businesses and schools from using food and beverage containers made of polystyrene foam, including single-use beverage cups, trays, and egg cartons.

RECYCLING: Dump your bottles, cans, and plastics in your recycle bin without using plastic bags! Plastic bags, wrap, and film are no longer accepted in the County's recycling program and the recycling collectors will not take away these items if they are in a plastic bag.

County Recycling Centers are at Burns Crossing Road, Millersville, 410-222-6108 and Nutwell-Sudley Road in Deale, 410-222-6100. They are open Monday through Saturday from 8:00 until 4:00 pm. Staff members will direct you to the area you need.

Anne Arundel Medical Center

The Auxiliary of Anne Arundel Medical Center, 2001 Medical Parkway, Annapolis, needs volunteers ages 18 and older, daytime and evening hours, weekdays and weekends. Positions include opportunities in patient interaction, customer service, and retail assistance. The auxiliary has been serving the hospital since 1944. Volunteers are an integral part of AAMC's mission of providing patient-centered, high-quality health care services. Please call the auxiliary office 443-481-5050 to volunteer or to request more information.

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St. John's College/Key Auditorium
January 25, 2020, 7:30pm

Rising Stars! The Best of Maryland!
Showcasing winners of the LSO's 7th Annual
Young Artist Competition
St. John's College/Key Auditorium
March 7, 2020, 7:30 pm

Season Finale!
With students from the
Annapolis Symphony Academy
performing Tchaikovsky's Symphony No. 4
Archbishop Spalding High School
June 6, 2020, 7:30 pm

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Go to <http://lso-music.org> to purchase tickets, sign up
for our newsletter, and to donate.

New Executive Director for Arundel Rivers

The Board of Directors of the Arundel Rivers Federation is pleased to announce that Denise Swol, currently the Federation's Director of Development, has been named its new Executive Director.

The Federation has been growing rapidly. Last year, South River Federation and West Rhode Riverkeeper Inc. joined forces to create the Arundel Rivers Federation. Denise has been part of the Federation's team during its transition to the new organization.

On the water: Our South Riverkeeper, Jesse Iloff spotted dolphins at the mouth of the South River near Duvall Creek on Wednesday July 3rd. They were spotted again in Herring Bay off of Rockhold Creek on the morning of July 8th.

Scuba Diving the Glebe Bay Oyster Reef

Thanks to our Conservation Corps Volunteer, Shayna Keller, ARF was able to conduct an oyster population study this summer of the Glebe Bay Sanctuary Reef. On June 26th, Shayna, Evan Claggett, and Brad King of Kent Island SCUBA dove the reef and took random samples.

We plan to start construction this month on the Turnbull Estates Living Shoreline project on Glebe Bay in Edgewater. This will be the first time they are incorporating oyster reef balls into a living shoreline and one of the few of this type ever constructed in Maryland. The Federation is also using a drone to monitor the long term stabilization of the shoreline. Contact us at info@arundelrivers.org, 410-224-3802 or go to our website at www.arundelrivers.org.

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Wayne Reid wayne.reid@c21nm.com 410-798-9490

Martin Zehner use the phone 410-798-5083

The Villager



P. O. Newsletter of the Davidsonville Area Civic Association

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Gail Enright Editor 410-533-4766

info@daca-md.org and on Facebook

The Villager is published at least six times each year. We invite your written and signed contributions of letters, articles, and community notices.

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