

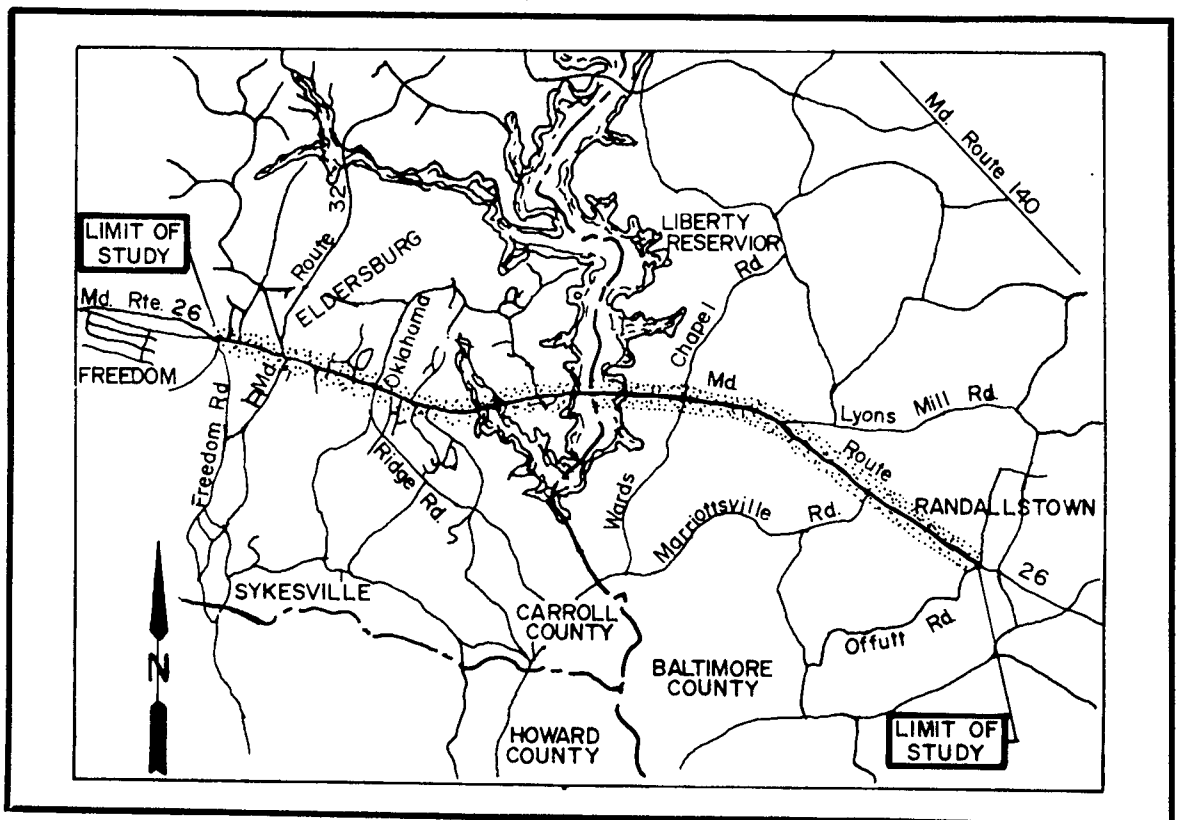
# FINAL ENVIRONMENTAL STATEMENT

CONTRACT NOS. B 254-000-001,002-471  
and CL 304-022-771

Maryland Route 26

From Eldersburg to Randallstown  
Baltimore and Carroll Counties

F.A.P. NO . F 963-1(13),(14)



REPORT NUMBER: FHWA MD-EIS-81-04-F

FINAL  
ENVIRONMENTAL IMPACT STATEMENT

Maryland Route 26  
Eldersburg to Randallstown  
Baltimore and Carroll Counties

Prepared by

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

and

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

Submitted pursuant to 42 U.S.C. 4332(2)(c) and  
49 U.S.C. 303 (c), 23 C.F.R. 771

REPORT NUMBER: FHWA-MD-EIS-81-04-F

REGION III

Maryland Route 26

From Eldersburg in Carroll County to Randallstown  
in Baltimore County, Maryland

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C 4332 (2)(C)

U.S. Department of Transportation

Federal Highway Administration

and

Maryland Department of Transportation

State Highway Administration

10/14/85  
DATE

Neil J. Pedersen per  
For Maryland State Highway Administration

1/29/86  
DATE

Robert E. Lutz  
Federal Highway Administration  
Director, Office of  
Planning and Program Development

The selected action consists of the Transportation Systems Management (TSM) Alternate from Offut Road to West of Marriottsville Road, the No-Build Alternate from west of Marriottsville Road to Maryland Route 32 and the Build Alternate from Maryland Route 32 to Freedom Road. The improvement would relieve traffic congestion, reduce accident rates, and remove traffic flow impediments.

4

## SUMMARY

5

SUMMARY

1. Administrative Action

Environmental Statement

( ) Draft

(X) Final

( ) Section 4(f) Statement

2. Additional Information

The following persons may be contacted for additional information concerning this document:

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3. Description of Proposed Action

The selected action consists of the Transportation Systems Management (TSM) Alternate from Offutt Road to east of Deer Park Road, the No-Build Alternate from east of Deer Park Road to Maryland Route 32 and the Build Alternate from Maryland Route 32 to Freedom Road (See Figure 2).

From Offutt Road to east of Deer Park Road, the existing 44', four-lane roadway will be reconstructed to a 65', five-lane undivided, curbed street with a continuous left turn lane. The proposed construction will end just east of Deer Park Road and tie into the existing two lane roadway. At the eastern project limits, the proposed construction will tie into an existing five-lane section at Offutt Road.

4

From Maryland Route 32 to Freedom Road in Carroll County the existing 24', two lane roadway will be reconstructed to a 65', five lane, undivided curbed street with a continuous left turn lane. Improvements to the Maryland Route 26/Maryland Route 32 intersection would result in one exclusive left-turn lane and one exclusive right-turn lane at each approach leg of the intersection.

This construction in Carroll County will tie into the newly constructed five lane roadway starting at Maryland Route 32 which was completed in 1983 entirely with State funds. At the western project limits there will be a transition from the five lane roadway to the existing two-lane roadway west of Freedom Road.

#### 4. Alternates Considered

The Draft Environmental Impact Statement proposed a Build Alternate, a TSM Alternate and a No-Build Alternate. The Build Alternate proposed dual 24' roadways separated by a 16' raised median for the segment of Maryland Route 26 from west of Freedom Road in Carroll County to west of Wards Chapel Road in Baltimore County. A five-lane urban street section was proposed from Wards Chapel Road to Offutt Road in Baltimore County.

The TSM Alternate consisted of 1) a multi-lane build alternate between Offutt Road and Deer Park Road, 2) a no-build option from Deer Park Road to future Marriottsville Road in Carroll County, and 3) a multi-lane, build alternate from future Marriottsville Road to the western project limits in Carroll County.

In addition, a number of TSM strategies such as ride sharing parking lots, increased bus service and traffic engineering

9

projects were investigated as alternatives to the widening of Maryland Route 26. These strategies will continue to be considered, but they would not solve the problem of exceptionally high traffic volumes in the study area. (There is an existing Kiss and Ride Lot owned by the Mass Transit Administration located near Chapman Road in the Maryland Route 26 corridor. In addition, Baltimore County is negotiating for a Park and Ride Lot site east of the project area, at Brenbrook Road near Liberty Plaza Shopping Center).

The No-Build Alternate would not require any major construction other than normal highway maintenance and spot safety improvements.

The most recent traffic analysis shows that the originally proposed four lane divided section in Carroll County is not required to serve projected traffic increases in that area. As part of a special project, the District office has paved the existing shoulders and added a continuous left turn lane in the Carroll County segment between Maryland Route 32 and Carroll Highlands Drive, entirely with State funds. These improvements will be adequate until future studies determine that there is a need for additional capacity or safety improvements in this segment.

This document addresses the environmental impacts of the selected alternate; the TSM Alternate in Baltimore County and the Build Alternate between Freedom Road and Maryland Route 32 in Carroll County.

##### 5. Environmental Summary

The TSM Alternate, which is the selected alternate in Baltimore County, would provide low cost improvements to the

8

safety and capacity of the highway. It would relieve the congestion in the vicinity of Offutt and Deer Park Roads. The TSM Alternate is consistent with the Baltimore County Master Plan and the Regional Planning Council's General Development Plan.

The Selected Alternate in Carroll County, would relieve congestion and improve safety conditions in the Eldersburg area. This alternate is consistent with the Comprehensive "Mini" Plan for the Freedom Area and Environs and the Regional Planning Council's General Development Plan.

Relocation of one residence will be necessary and the relocation of a business may be necessary in Baltimore County. 5.56 acres of land will be required for right of way. Property acquisition from the Choate House has been avoided.

The relocation of two structures will be necessary, one residence and one business in Carroll County. 6.61 acres of right-of-way will be required.

The air quality analysis indicates that State and National Ambient Air Quality standards would not be exceeded.

No floodplains or wetlands will be affected. There are no threatened or endangered species in the study area.

No property would be required from any historic site, archeological site, or public recreation land.

Seven of the ten noise sensitive areas will experience noise levels in excess of FHWA noise abatement criteria, with a maximum increase over ambient levels of 9 dBA at one NSA. Abatement measures would not be feasible due to uncontrolled access allowed to Maryland Route 26.

#### 6. Areas of Concern/Unresolved Issues

There are no areas of unresolved controversy.



SUMMARY OF IMPACTS

Carroll County

Baltimore County

ENVIRONMENTAL FACTOR	SELECTED ALTERNATE		SELECTED ALTERNATE	
	SEGMENT I ALT. 3	SEGMENT II NO-BUILD	SEGMENT III NO-BUILD	SEGMENT IV ALT. 1-A
<u>Social Impacts</u>				
-# of residences displaced	1	0	0	1
-# of businesses displaced	1	0	0	1
-# of minority communities affected	0	0	0	0
-# acres of right-of-way needed	6.6	0	0	5.6
<u>Air Quality and Noise Levels</u>				
-# of Air Quality Violations	0	0	0	0
-# of Noise Areas exceeding Abatement Criteria	5	N/A	N/A	3
Consistent with County Master Plan	Yes	Yes	Yes	yes

S-5

9

Carroll County

Baltimore County

ENVIRONMENTAL FACTOR	SELECTED ALTERNATE		SELECTED ALTERNATE	
	SEGMENT I ALT. 3	SEGMENT II NO-BUILD	SEGMENT III NO-BUILD	SEGMENT IV ALT. 1-A
<u>Natural Resources</u>				
-# of Stream Crossings	0	0	0	0
-# of acres of floodplain encroachment	0	0	0	0
-# of acres of wetlands affected	0	0	0	0
-# of acres required from water supply zone	0	0	0	0
-# of threatened and endangered species affected	0	0	0	0
<u>Cultural Resources</u>				
-# of arch. sites affect.	0	0	0	0
-# of historic sites adversely affected	0	0	0	0

S-7

ESTIMATED COSTS OF PROJECT	SELECTED ALTERNATE <sup>1</sup>		SELECTED ALTERNATE	
	SEGMENT I Alt. 3	SEGMENT II NO-BUILD	SEGMENT III NO-BUILD	SEGMENT IV ALT. 1-A
Project Engineering	325,000	0	0	410,000
Right-of-Way	845,000	0	0	1,270,000
Construction	3,757,000	0	0	4,545,000
Total Estimated Project Cost	4,745,000	0	0	6,225,000

<sup>1</sup>Cost for Selected Alternate were revised in 1985 and include reduced right-of-way needs in Segment IV.

11

TABLE OF CONTENTS

	<u>Page Number</u>
SUMMARY	s-1
1. Administrative Action	s-1
2. Additional Information	s-1
3. Description of Proposed Action	s-1
4. Alternates Considered	s-2
5. Environmental Summary	s-3
6. Areas of Controversy	s-4
I. PURPOSE AND NEED	I-1
A. Project Location	I-1
B. Project Need	I-1
1. Traffic and Operating Conditions	I-2
2. Accident Statistics	I-4
C. Project History	I-7
II. ALTERNATES INCLUDING SELECTED ACTION	II-1
A. The Build Alternate	II-1
B. The Transportation Systems Management Alternate - The Selected Alternate	II-2
C. The No-Build Alternate	II-2
D. Basis for Selection	II-2
III. AFFECTED ENVIRONMENT	III-1
A. Natural Environment	III-1
1. Geology	III-1
2. Soils	III-2
3. Groundwater	III-4
4. Surface Drainage Area	III-4
5. Floodplains	III-5
6. Vegetation	III-5
7. Wildlife	III-5
B. Social Environment	
1. Population	III-7
2. Housing	III-7
3. Community Facilities	III-10
C. Economic Environment	III-14
D. Land Use	III-16
1. Existing	III-16
2. Future	III-16
E. Historic and Archeological Resources	III-19

13

TABLE OF CONTENTS (Cont'd.)

	<u>Page Number</u>
IV. ENVIRONMENTAL CONSEQUENCES	IV-1
A. Natural Environment	IV-1
1. Vegetation and Wildlife	IV-1
2. Surface Drainage Areas, Floodplains, Wetlands, and Groundwater	IV-1
3. Soils and Prime Farmland	IV-3
B. Social Environment	IV-3
C. Economic and Land Use Impacts	IV-5
D. Historic and Archeological Resources	IV-6
E. Air Quality Analysis	IV-9
F. Noise Analysis	IV-15
G. Relationship Between Short Term Effects and Long-Term Productivity and Enhancement	IV-28
H. Irreversible and Irretrievable Commitments of Resources	IV-28
V. LIST OF PREPARERS	V-1
VI. DISTRIBUTION LIST	VI-1
VII. COMMENTS AND COORDINATION	VII-1
A. Public Hearing Comments and Responses	VII-2
B. Agency Comments and Coordination	VII-6
C. Correspondence	

LIST OF FIGURES

	<u>After Page</u>
Figure 1 Project Location Map	I-1
Figures 1a-1e Traffic Diagrams	I-2
Figure 2 Selected Alternates	II-1
Figure 3 Typical Section for Selected Alternate	II-3
Figure 4 Selected Alternate	II-5
Figure 5 Selected Alternate	II-5
Figure 6 Selected Alternate	II-5
Figure 7 Selected Alternate	II-5
Figure 8 Selected Alternate	II-5
Figure 9 Selected Alternate	II-5
Figure 10 Selected Alternate	II-5
Figure 11 Selected Alternate	II-5
Figure 12 Selected Alternate	II-5
Figure 13 Selected Alternate	II-5
Figure 14 Selected Alternate	II-5
Figure 15 Selected Alternate	II-5
Figure 16 Selected Alternate	II-5
Figure 17 Selected Alternate	II-5
Figure 18 Selected Alternate	II-5
Figure 19 Surface Drainage Areas	III-5
Figure 20 Election District	III-8
Figure 21 Study Area Census Tracts	III-8
Figure 22 Community Facilities	III-10
Figure 23 Existing Land Use	III-11
Figure 24 Future Land Use	III-11
Figure 25 Historic Sites	III-19
Figure 26 Noise and Air Quality Receptor Sites	IV-9

LIST OF TABLES

		<u>PAGE</u>
Table 1	Population and Growth in the Baltimore County Portion of the Study Area	III-8
Table 2	Racial and Ethnic Composition of the Baltimore County Portion of the Study Area	III-9
Table 3	Population and Growth in the Carroll County Portion of the Study Area	III-12
Table 4	Racial and Ethnic Composition of the Carroll County Portion of the Study Area	III-13
Table 5	Employed Persons 16 and Over in Study Area by Industry	III-15
Table 6	Existing Land Use	III-16
Table 7	CO Concentrations at each Receptor Site	IV-13
Table 8	Noise Abatement Criteria and Land Use Relation ships Specified in FHPM 7-7-3	IV-16
Table 9	Noise Sensitive Areas	IV-17
Table 10	Project Noise Levels	IV-21

16

**I  
PURPOSE  
AND NEED**



I. PURPOSE AND NEED

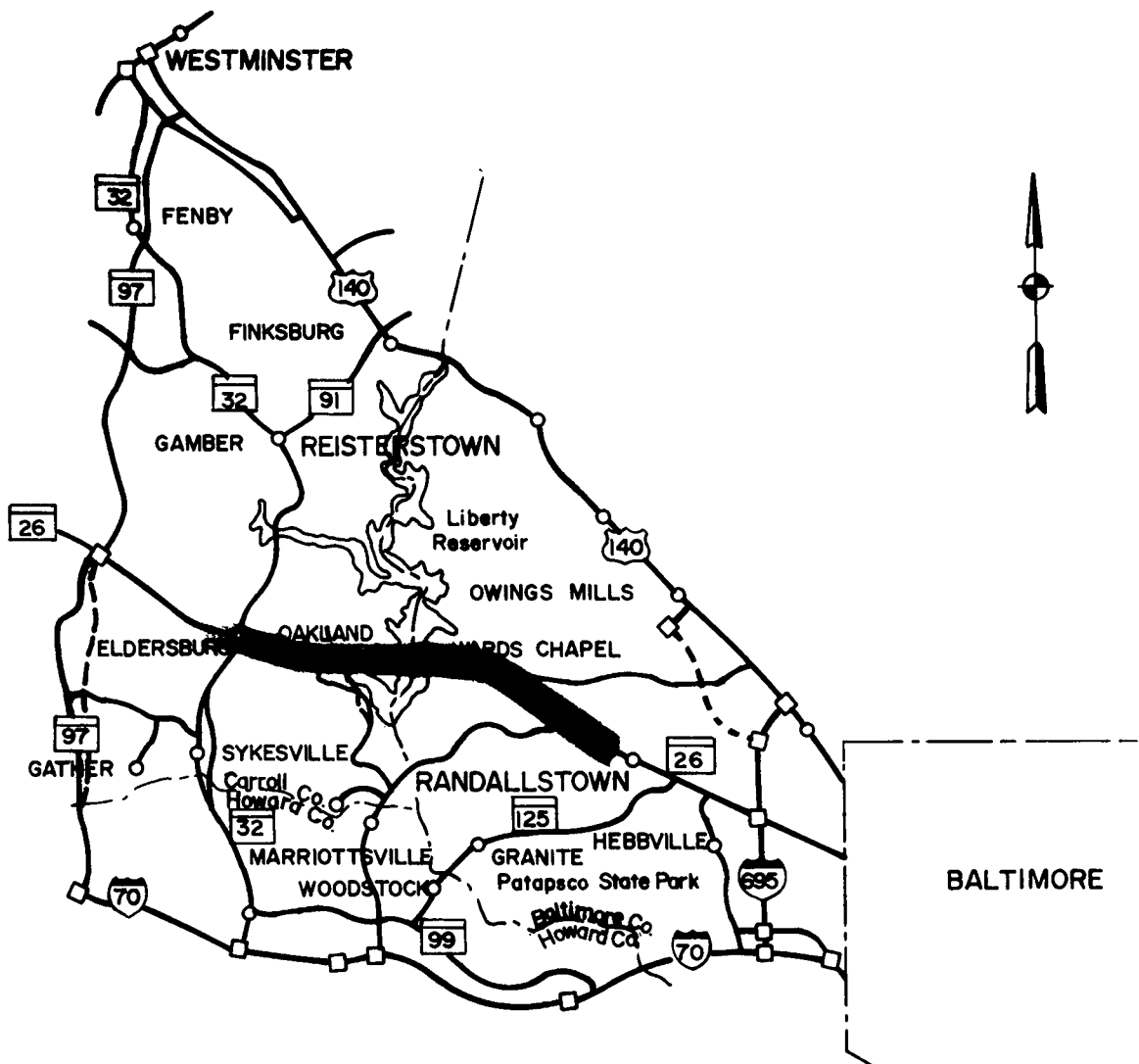
A. Project Location

Maryland Route 26, functionally classified as a "Minor Arterial Highway", is a principal east-west arterial connecting Baltimore and Frederick. It originates at the City of Frederick Bypass, runs in a generally easterly direction through Frederick, Carroll, and Baltimore Counties and terminates in the City of Baltimore (See Figure 1). The road, approximately 40 miles long, is a two-lane facility between Frederick and Maryland Route 32 in Carroll County. Between Maryland Route 32 and Carroll Highlands Drive, the road was recently widened to five lanes. The road returns to a two-lane facility from Carroll Highlands Drive to Deer Park Road in Baltimore County, where it widens into a four lane, undivided roadway. At Offutt Road it widens to five lanes until it reaches the City of Baltimore where it splits into one-way streets.




The selected action is the reconstruction of approximately 1.78 miles of Maryland Route 26 from just east of Deer Park Road to Offutt Road in Baltimore County. In Carroll County approximately 1.31 miles of the existing roadway will be reconstructed from east of Maryland Route 32 to west of Freedom Road.

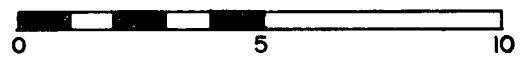
B. Project Need

Heavy residential and commercial development at both the eastern and western portions of the project corridor requires the upgrading of this segment of Maryland Route 26 to meet increasing traffic demands from both a safety and capacity standpoint.

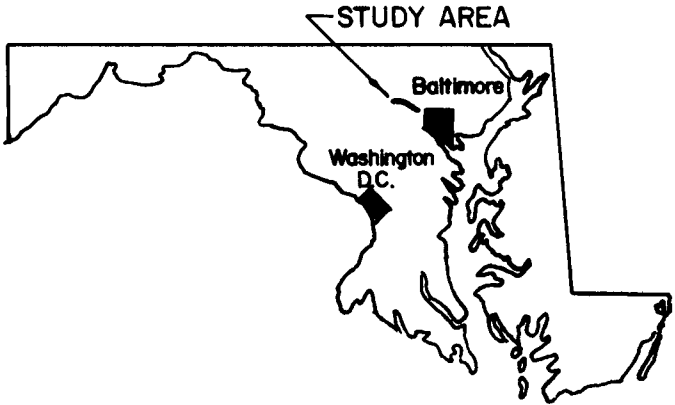


**LEGEND**

-  INDICATES STUDY AREA
-  EXISTING ROADWAY
-  PROPOSED ROADWAY



SCALE IN MILES



**PROJECT LOCATION MAP**

FIGURE 1

**1985 ADT**  
**2005 ADT**

Johnsville Rd.

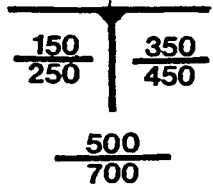
MD 32

Georgetown Blvd

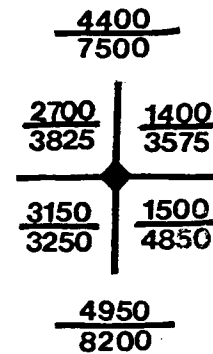
MD  
26

MD  
26

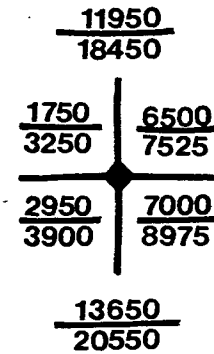
$\frac{14650}{15450}$



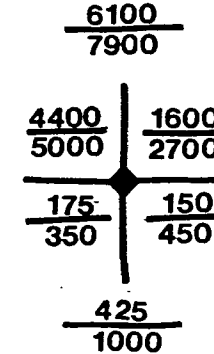
$\frac{14850}{15650}$



$\frac{11900}{17000}$



$\frac{20700}{26350}$



$\frac{17875}{24150}$

Old Freedom Rd.

Future\*  
 Freedom Rd. Connector

MD 32

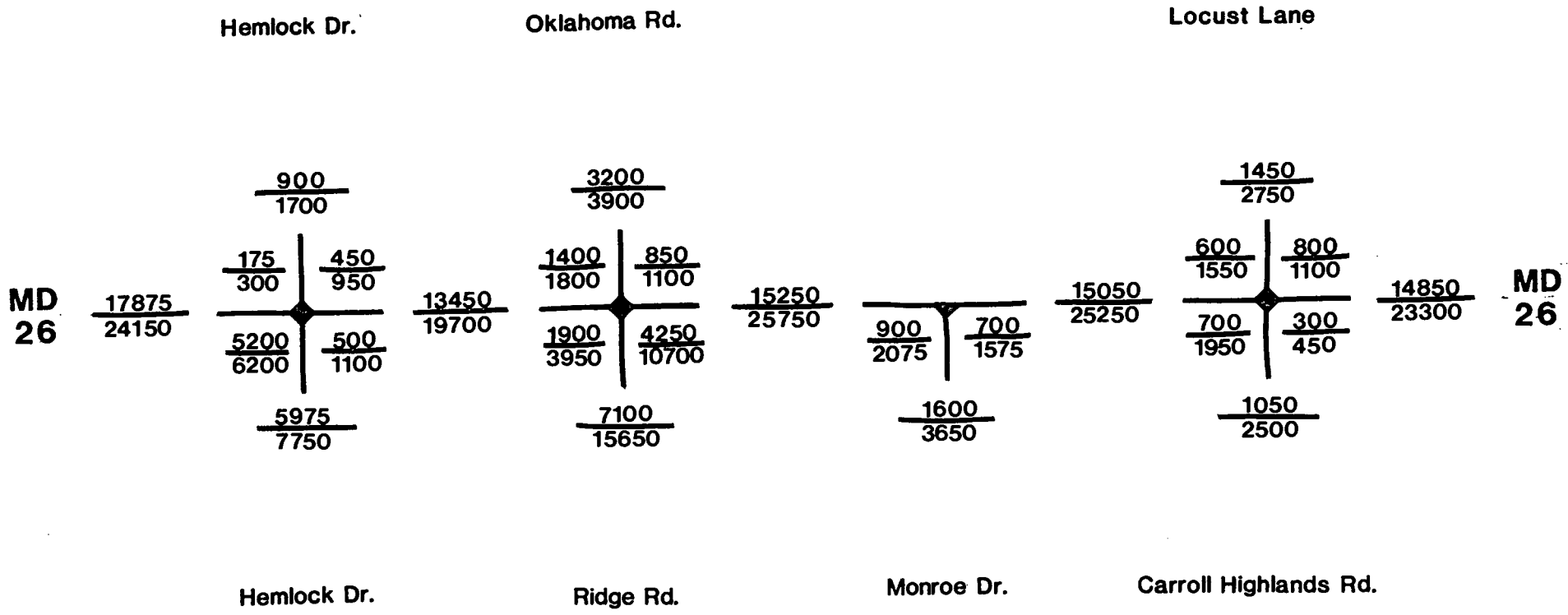
Luers Lane

Maryland State Highway Administration  
 Maryland Route 26  
 Eldersburg to Randallstown  
 1985/2005 Average Daily Traffic  
 No Build And Selected Alternate Figure 1a

\* County road to be constructed by developer.

61

**1985 ADT**  
**2005 ADT**



Maryland State Highway Administration  
 Maryland Route 26  
 Eldersburg to Randallstown  
 1985/2005 Average Daily Traffic  
 No Build And Selected Alternate Figure 1b

20

**1985 ADT**  
**2005 ADT**

Oakland Rd.

Wards Chapel Rd.

**MD**  
**26**

**MD**  
**26**

$\frac{14850}{23300}$

$\frac{800}{1950}$  |  $\frac{1600}{2250}$   


---

 $\frac{2400}{4200}$

$\frac{15650}{23600}$

$\frac{3600}{6600}$   


---

 $\frac{900}{2550}$  |  $\frac{2625}{3850}$   


---

 $\frac{75}{100}$  |  $\frac{100}{200}$   


---

 $\frac{250}{500}$

$\frac{17400}{25000}$

$\frac{2500}{5300}$   


---

 $\frac{1300}{2500}$  |  $\frac{700}{1450}$   


---

 $\frac{500}{1200}$  |  $\frac{800}{1700}$   


---

 $\frac{1800}{4250}$

$\frac{17100}{24450}$

$\frac{100}{150}$  |  $\frac{200}{250}$   


---

 $\frac{300}{400}$

$\frac{17200}{24550}$

Marriottsville Rd.

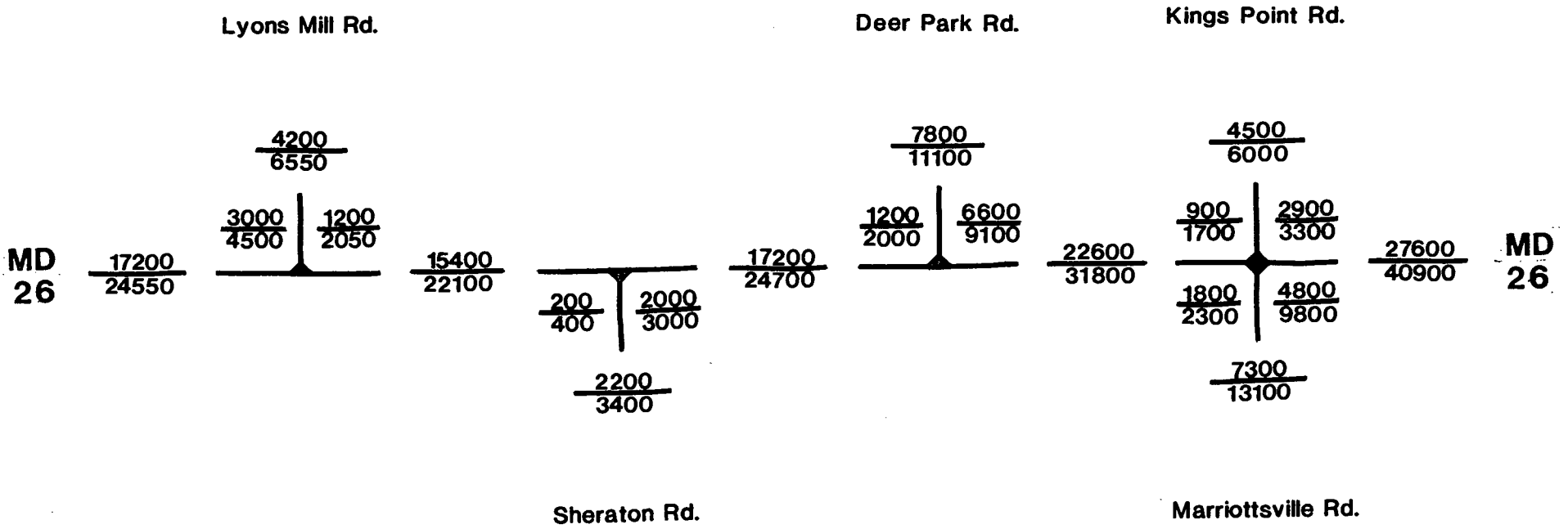
Oakland Rd.

Wards Chapel Rd.

Chapeldale Rd.

Maryland State Highway Administration  
 Maryland Route 26  
 Eldersburg to Randallstown  
 1985/2005 Average Daily Traffic  
 No Build And Selected Alternate Figure 1c

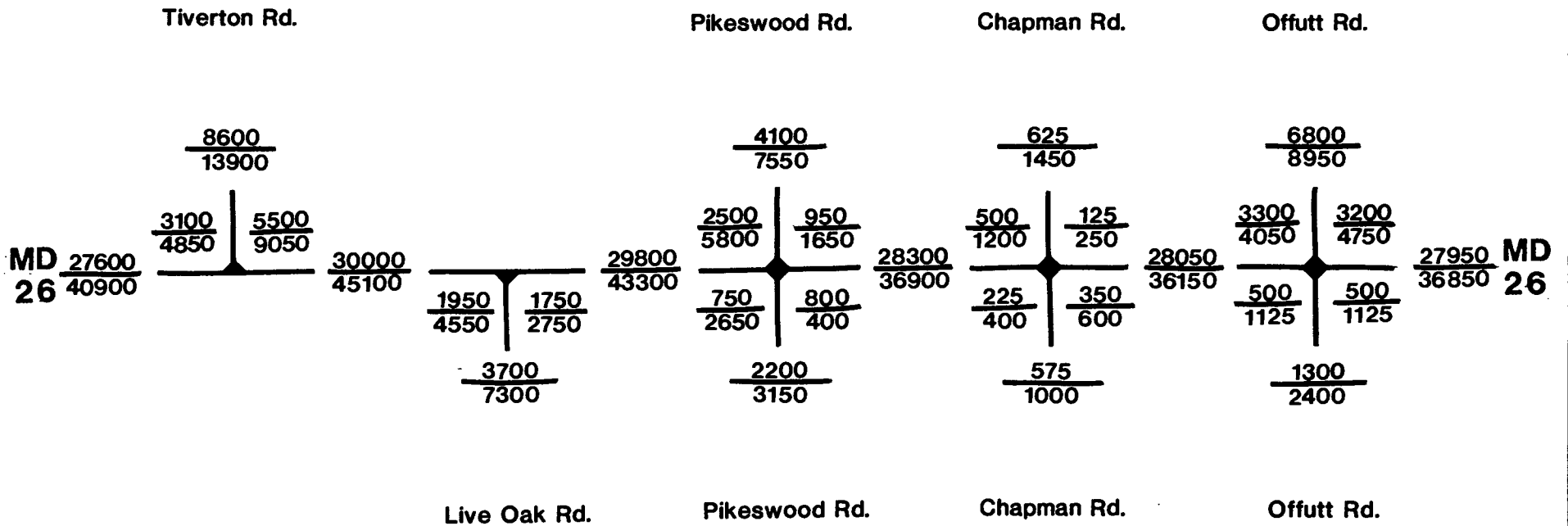
**1985 ADT**  
**2005 ADT**



Maryland State Highway Administration  
 Maryland Route 26  
 Eldersburg to Randallstown  
 1985/2005 Average Daily Traffic  
 No Build And Selected Alternate Figure 1d

*ll*

**1985 ADT**  
**2005 ADT**



Maryland State Highway Administration  
 Maryland Route 26  
 Eldersburg to Randallstown  
 1985/2005 Average Daily Traffic  
 No Build And Selected Alternate Figure 1e

23

Lack of separate turning lanes, limited passing sight distance and restricted sight distance at intersections pose safety hazards.

1. Traffic and Operating Conditions

At present, the roadway segment from Offutt Road to Deer Park Road has the heaviest recorded traffic volumes within the project area. The maximum average daily traffic volume (ADT) of 30,000 occurs between Live Oak Road and Tiverton Road (See figures 1a-1d). Traffic in this area is projected to increase to 45,100 vehicles per day by 2005.

However, it is significant to point out that the same number of vehicles will use Maryland Route 26 regardless of whether improvements are made. The proposed project will not increase ADT but will help to alleviate existing congestion and safety problems.

Below are 1985 and projected 2005 traffic volumes at selected locations within the project limits:

LOCATION	1985	2005
East of Offutt Road	27,950	36,850
West of Live Oak Road	30,000	45,100
West of Sheraton Road	15,400	22,100
Carroll County Line	17,400	25,000
West of Ridge Road	13,450	19,700
East of Maryland Route 32	20,700	26,350
West of Freedom Road	14,850	15,650

A 2005 No-Build and Build Level of Service analysis was performed on several intersections in 1985 and is shown in the following table.



25

<u>INTERSECTIONS</u>	<u>EXIST LEVELS OF SERVICE</u>	<u>2005 LEVELS OF SERVICE</u>	
		<u>No-Build Alternate</u>	<u>Alternates 3 &amp; 1-A</u>
-Freedom Rd.	A	C	C
-Johnsonville Rd./ Freedom Rd. Connector	C	F	C
-Maryland Route 32	E	D	B
-Georgetown Blvd./ Luers La.	A	A	A
-West Hemlock Dr.	A	B	B
-Oklahoma Rd./ Ridge Rd.	A	C	C
-Monroe Rd.	A	A	A
-Locust La./Carroll Highlands Dr.	B	E	E
-Marriottsville Rd.	B	D	D
-Oakland Rd.	D	F	F
-Wards Chapel Rd.	D	F	F
-Chapeldale Rd.	A	E	E
-Lyons Mill Rd.	E	F	F
-Sheraton Rd.	D	F	E
-Deer Park Rd.	A	F	D
-Kings Point Rd./ Marriottsville Rd.	C	F	D
-Tiverton Rd.	A	F	D
-Live Oak Rd.	B	F	D
-Pikeswood Rd.	B	F	C
-Chapman Rd.	A	D	D
-Offutt Rd.	A	E	D

26

2. Accident Statistics

Maryland Route 26 from West of Freedom Road in Carroll County to Offutt Road in Baltimore County experienced an accident rate of 325 accidents for every hundred million miles of vehicle travel (acc/100 MVM) during the five year period 1980 through 1984. This accident rate significantly exceeds the statewide average accident rate of 270 acc/100 MVM for similar design roadways currently under state maintenance. The monetary loss to the motoring and general public resulting from accidents on this roadway is estimated at \$2,800,000 per hundred million vehicle miles of travel.

A total of 969 reported accidents occurred on this highway during the five year period (1980 through 1984), nine of which involved fatalities. The total accidents are listed below by year and severity.

<u>Severity</u>	<u>Year</u>					<u>Total</u>
	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	
Fatal Accidents	1	4	1	0	3	9
Persons Killed	1	4	1	0	5	11
Injury Accidents	122	127	134	132	127	642
Persons Injured	216	211	296	248	226	1197
Property Damage Accidents	<u>72</u>	<u>65</u>	<u>71</u>	<u>16</u>	<u>45</u>	<u>318</u>
Total Accidents	195	196	206	197	175	969

Within the study limits, Maryland Route 26 had six intersections meeting our High Accident Intersection (HAI) criteria. These HAI's and the years in which they qualified are listed below:

<u>Carroll County - Maryland Route 26 at</u>	<u>Year(s)</u>
Oklahoma Road	1980 through 1983
Maryland Route 32	1980 through 1983
Freedom Road	1982 and 1983
Ridge Road	1980 and 1981
<u>Baltimore County - Maryland Route 26</u>	<u>Year(s)</u>
Pikeswood Drive	1980 through 1982
Marriottsville Road	1981 and 1982

Within the study limits there are also three section along Maryland Route 26 that have been identified as High Accident Sections (HAS) during the four year period of 1980 through 1983. (The HAS listing for 1984 has not yet been developed). These sections are listed below:

Carroll County

Maryland Route 26 from .07 mile Northwest of Bartholow Road to .05 mile Northwest of Luers Avenue - 1980.

Maryland Route 26 from W. Hemlock Drive to Marvin Avenue - 1982.

Baltimore County

Maryland Route 26 from Live Oak Road to .02 mile East of Burmont Avenue - 1981.

Accident rates varied considerably by segment on Maryland Route 26 in this study area. The following is a brief account of the accident experience for the four segments of Maryland Route 26 developed during the planning stage.

A) Freedom Road to Luers Avenue - This segment experienced an accident rate of 379 acc/100 MVM during the study period. This rate significantly exceeds our statewide expectations for this type highway. The proposed improvement of

this roadway segment to a five-lane road with a center left-turn lane should both reduce congestion and the incidence of rear end accidents, the most prevalent collision type being experienced.

B) Luers Avenue to Carroll Highlands Drive - This segment of Maryland Route 26, upgraded in 1982-83 to five lanes, experienced a slight reduction in the accident rate from 432 acc/100 MVM during 1980 and 1981 to 390 acc/100 MVM in 1984, the first year following the completion of the improvement. Corresponding with the decrease in the total accident rate was the decrease in accident rates for rear end and left turn collision types. The angle accident rates, however, did increase.

C) Carroll Highlands Drive to Deer Park Road - This section experienced an accident rate of 172 acc/100 MVM, which is lower than the statewide accident rate of 224 acc/100 MVM for similar design roads. However, rear end, fixed object, and opposite direction accident rates exceeded the statewide average rates for the five year study period. With no improvement planned, this segment's low total accident rate is expected to remain approximately the same.

D) Deer Park Road to Offutt Road - This segment of Maryland Route 26 experienced an accident rate of 527 acc/100 MVM. This rate was the highest accident rate of the study section segments and is significantly higher than our statewide expectations. Rear end and left turn are the most common collision types and can be expected to decrease with the improvement of Maryland Route 26 to a five lane roadway.

29

To summarize, the overall study limits of Maryland Route 26 from Freedom Road in Carroll County to Offutt Road in Baltimore County, experienced a significantly high accident rate, as well as a high incidence of collision types associated with congestion; i.e., rear end, sideswipe, and angle accidents. The upgrading of three sections along Maryland Route 26 to five lanes should help reduce the overall accident rate to approximately 304 acc/100 MVM, and also reduce the congestion that is currently being experienced. Accident costs can also be expected to decrease from the current cost of \$2.8 million/100 MVM to approximately \$2.6 million/100 MVM.

C. Project History

Maryland Route 26 is a Federal-Aid Primary Route and has a functional classification of "Minor Arterial Highway". The determination of need for the upgrading of Maryland Route 26 was initially established in the 1968-1988 Twenty-Year Highway Needs Study. The project currently appears in the 1980 Maryland State Highway Needs Inventory as a four-lane divided reconstruction.

The Maryland Route 26 corridor is cited as a major congestion area in the Adopted Master Plan for Baltimore County. Although specific improvements to Maryland Route 26 are not included in the County's short, medium, or long range planning studies, the County planning staff has indicated that the congestion east of Deer Park Road should be addressed. Any improvements to Maryland Route 26 west of Deer Park Road are considered to be inconsistent with the county's plan.

Carroll County's Freedom Area Mini-Plan identifies Maryland Route 26 as the "Main Street" of the Freedom area. The plan recommends upgrading the highway to four lanes and contains specific design concepts.

30

The project, as proposed, is included in the Regional Planning Council's 1982 General Development Plan, approved in October, 1982. The project also complies with the Regional Planning Council's comments on the DEIS (see pages VII-39 to VII-41).

31

**II**  
**ALTERNATES**

II. ALTERNATES INCLUDING THE SELECTED ACTION

The Draft Environmental Impact Statement proposed three alternatives - A Build Alternate, a TSM Alternate, and a No-Build Alternate. The original project included reconstruction of Maryland Route 26 from west of Freedom Road in Carroll County to Offutt Road in Baltimore County.

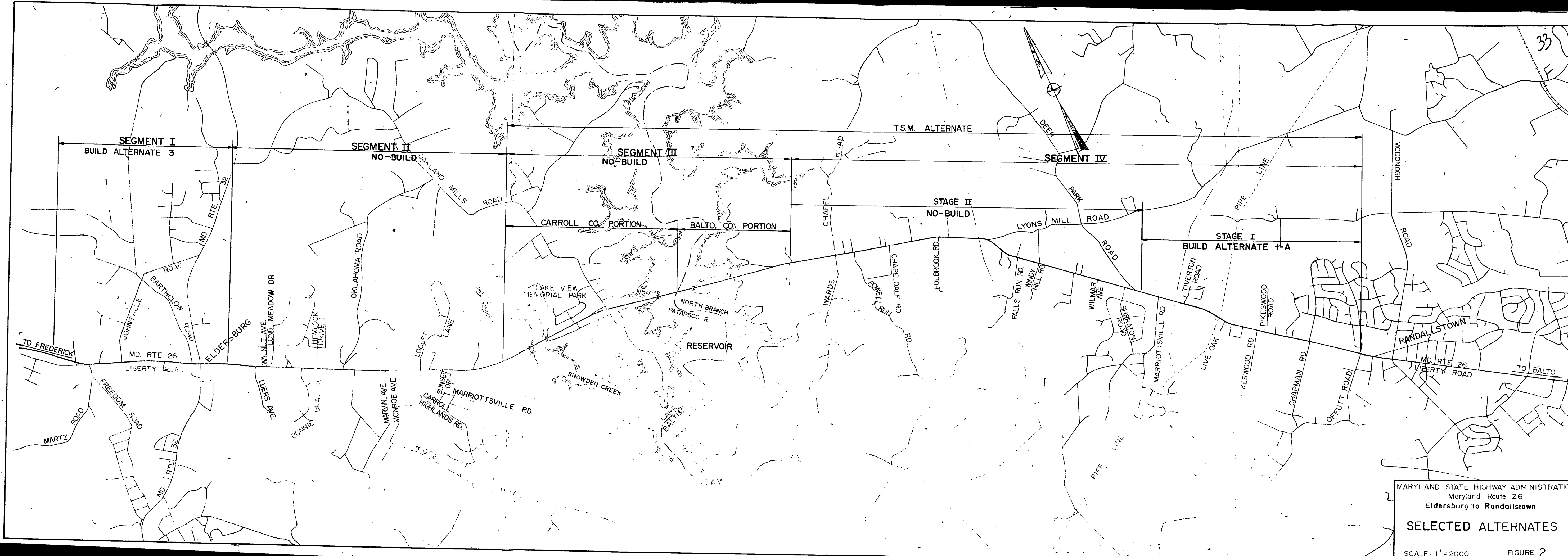
A. The Build Alternate

The Carroll County portion of the project was divided into Segments I and II in the DEIS (See Figure 2). The alignment, identical in both segments, follows the existing roadway and improved the existing vertical and horizontal deficiencies. Three different typical section options which provided for two through traffic lanes in each direction separated by a 16 foot raised median were proposed for both segments. Each option had different shoulder and grading configurations. The Baltimore County portion was divided into Segment III and Segment IV (See Figure 2). The alignment, identical in both segments, follows the existing roadway and improves some vertical and horizontal deficiencies. Each of the two segments had two different typical section options.

Segment III (Carroll County line to 1800' west of Wards Chapel Road) consisted of dual 24' roadways with shoulders, separated by a raised 16' median. Typical Section Option 1 had full safety grading, and Option 2 provided modified safety grading to lessen right of way requirements and grading costs. This segment is no longer being considered.

Segment IV (1800' west of Ward's Chapel Road to Offutt Road) was divided into two stages:





MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown

**SELECTED ALTERNATES**

SCALE: 1" = 2000'      FIGURE 2

-Stage I (from Offutt Road to Deer Park Road) consisted of either: 1) Alternate 1-A - a closed 62' urban street section with two through lanes in each direction, sidewalks, added right turn lanes at intersections, a continuous left turn lane, and realignment of Deer Park Road, or 2) Alternate 3-A - a closed 70' urban street section with two through lanes in each direction, sidewalks, added right turn lanes at intersections, a continuous left turn lane, realignment of Deer Park Road, and a 4 foot bikeway on each side of the road.

-Stage II (from Deer Park Road to 1800' west of Ward's Chapel Road) consisted of the same two typical sections that were proposed for Stage I.

B. The TSM Alternate

The TSM Alternate consisted of one of the five lane build options in Segment IV between Offutt Road and Deer Park Road, the No-Build Alternate from Deer Park Road through the remainder of Segment IV and Segment III, and one of the four lane divided build options in Segments I and II.

C. The No-Build Alternate

The No-Build Alternate would not entail any major construction in the study area beyond normal highway maintenance and safety improvements.

D. The Selected Alternate

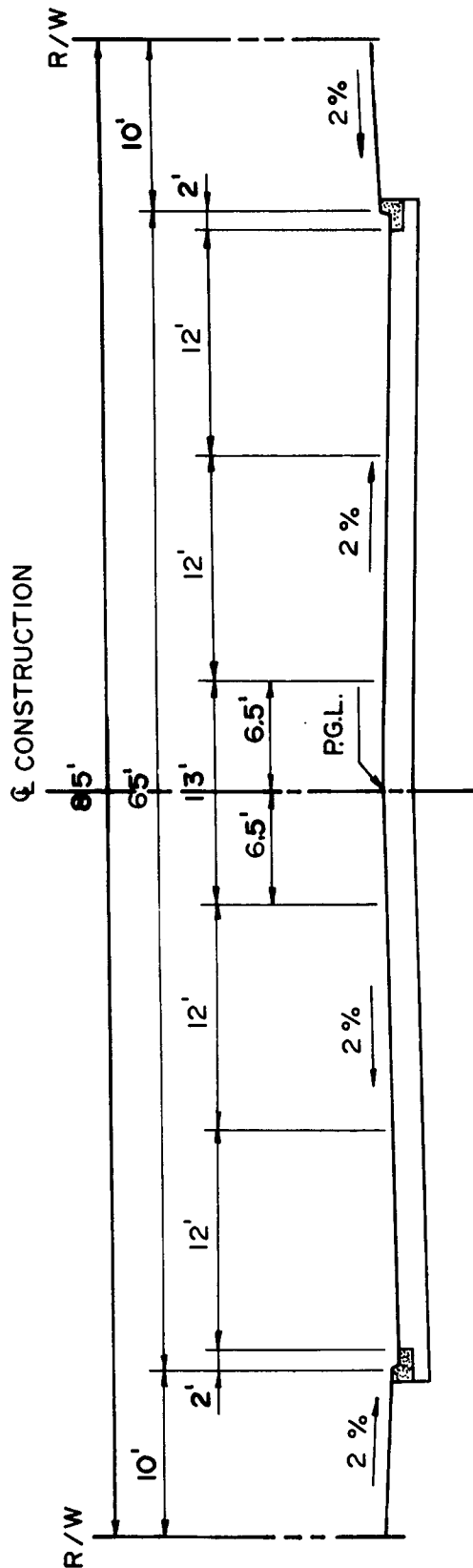
The Selected Alternate is a combination of the TSM Alternate, the Build Alternate, and the No-Build Alternate. In Segment I the Selected Alternate, Build Alternate 3, is a modification of the various build options presented in the DEIS.

Since the most recent traffic analysis shows a divided highway is not warranted at this time, the typical section no longer includes the raised median, but would still result in two through lanes in each direction from Maryland Route 32 to Freedom Road (See Figure 3). In addition, right turn lanes would be constructed for all four movements at the Maryland Route 32/Maryland Route 26 intersection. A slight alignment shift was necessary to avoid Wesley Chapel and a retaining wall may be necessary to reduce impact to the parking lot of Wesley Freedom United Methodist Church.

Segment II was recently improved to a five lane section as an interim, state funded improvement. Since recent traffic studies show that the additional capacity afforded by a four-lane, divided highway is not needed at this time, the No-Build Alternate was selected for Segment II.

In Segment IV, the TSM Alternate consisted of one of the multi-lane build alternates, either 1-A or 3-A, between Offutt Road and Deer Park Road, as well as the realignment of Deer Park Road with Sheraton Road. Alternate 1-A, with an increase in the typical section from 62 feet to 65 feet, has been selected (see figure 3). In addition, the TSM Alternate consists of the no-build option from Deer Park Road through the remainder of Segment IV and Segment III. The Selected Alternate, 1-A, no longer includes the realignment of Deer Park Road (see Figures 4-18).

A slight alignment shift was necessary to avoid the Choate House.



The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

**TYPICAL SECTION**  
 (closed multi-lane street section)  
**SEGMENT IV** : ALTERNATE 1-A  
**SEGMENT I** : ALTERNATE 3

P.G.L. = PROPOSED GRADE LINE

MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg To Randallstown  
**TYPICAL SECTION FOR  
 SELECTED ALTERNATE**

NO SCALE

FIGURE 3

E. Basis for Selected Action

The TSM Alternate 1-A (Baltimore County) was chosen for implementation based on local planning officials' and public comments received on the Draft Environmental Impact Statement and at a combined Location/Design Public Hearing held on the project.

Alternate 1-A was chosen instead of Alternate 3-A because the wider roadway section needed to accomodate the bike-way is not justifiable in terms of right-of-way acquisition, relocation, and construction costs.

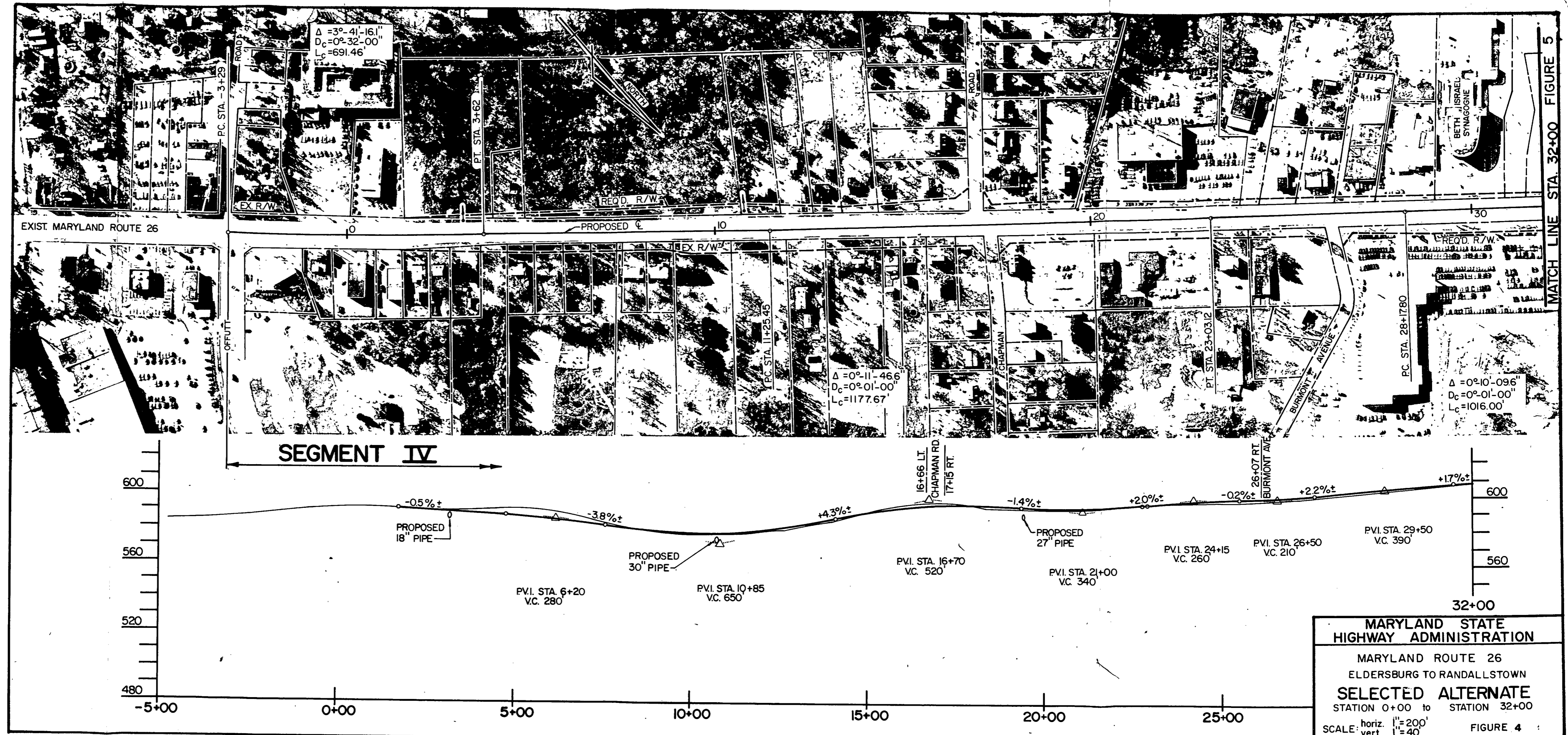
Baltimore County planning officials have indicated a strong desire that the area west of Deer Park Road should be a low-growth area. They are concerned that additional roadway capacity proposed by the Build Alternate would encourage development inconsistent with the low growth concept. The Baltimore City Planning Department has also expressed concern that the Build Alternate would encourage growth within the Liberty Reservoir watershed. Additional urban growth may have an adverse impact on the Liberty Reservoir which is one of the City's water supplies. While the TSM Alternate does not provide a desirable level of service for the design year west of Deer Park Road, it conforms to Baltimore County's strong desire to minimize growth in the area.

Many residents in the vicinity of Deer Park Road oppose the relocation of that road as proposed in both the Build and TSM alternates. This opposition, based on concerns about noise, property values, and safety for pedestrians and children in the community, resulted in the decision not to relocate Deer Park Road.

38

The decision to implement the No-Build Alternate in Segment II was based on the recent completion of a five-lane improvement in Segment II as part of a special project. This segment will be reevaluated periodically and improvements considered when required. Consideration of further improvements would result in additional environmental analyses at that time.

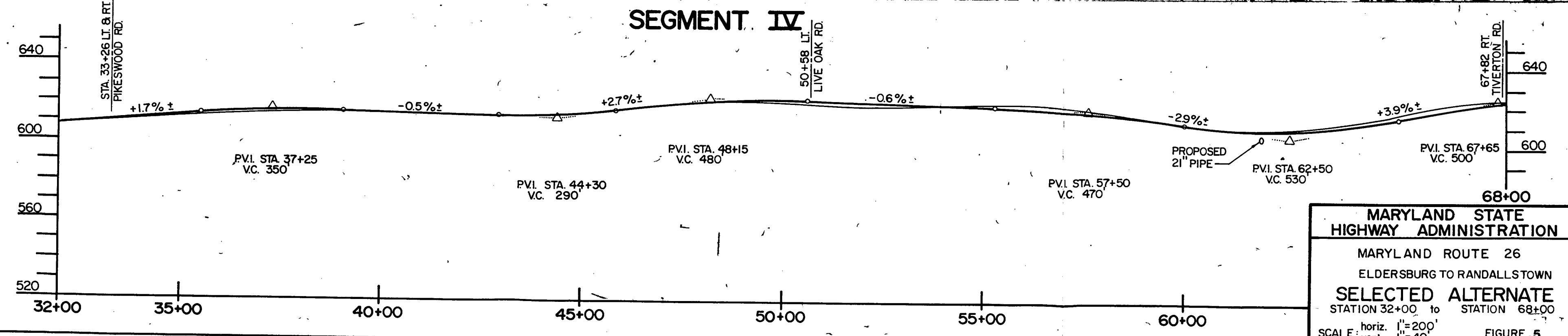
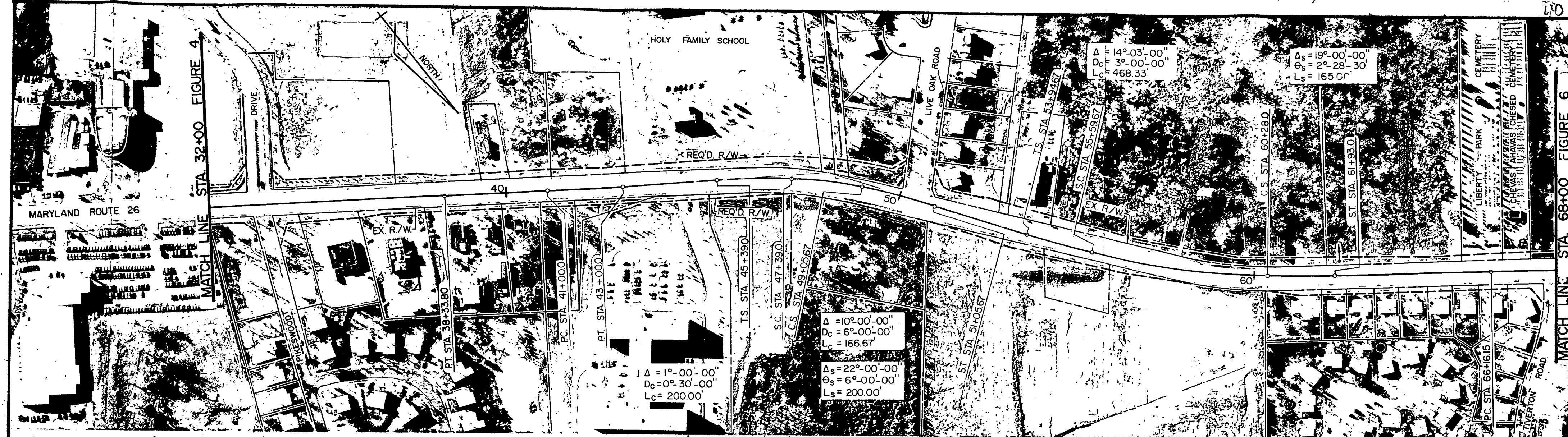
The proposed improvements in Segment I would be consistent with the recently completed five-lane section in Segment II.



MATCH LINE STA. 32+00 FIGURE 5

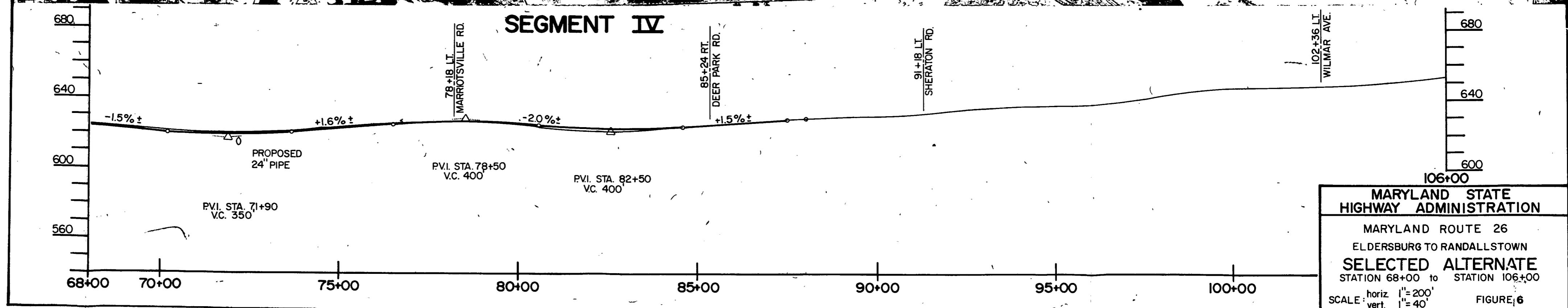
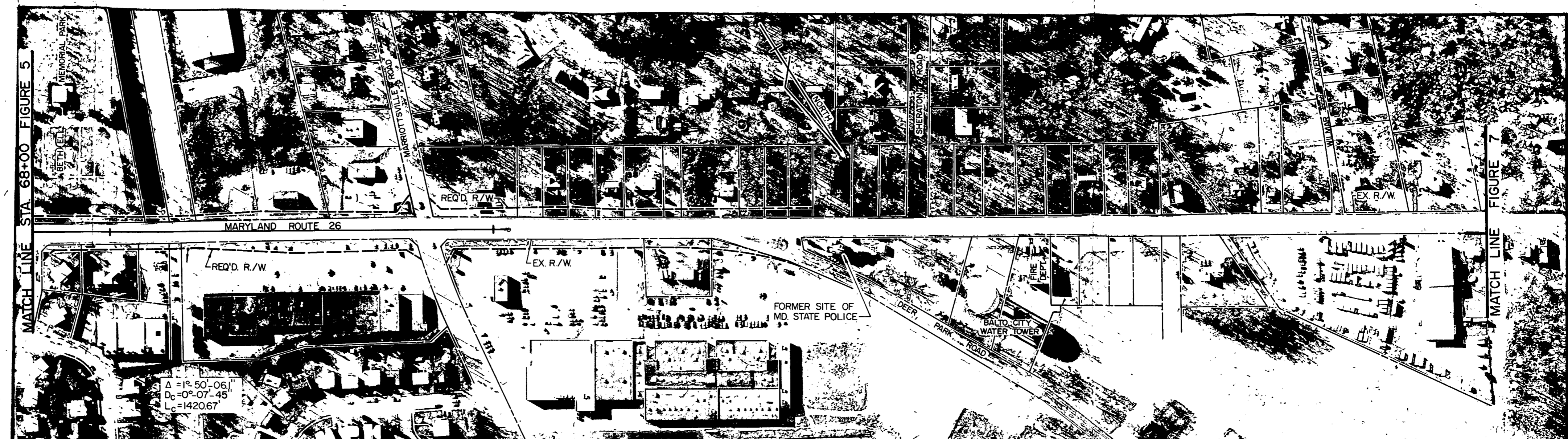
39

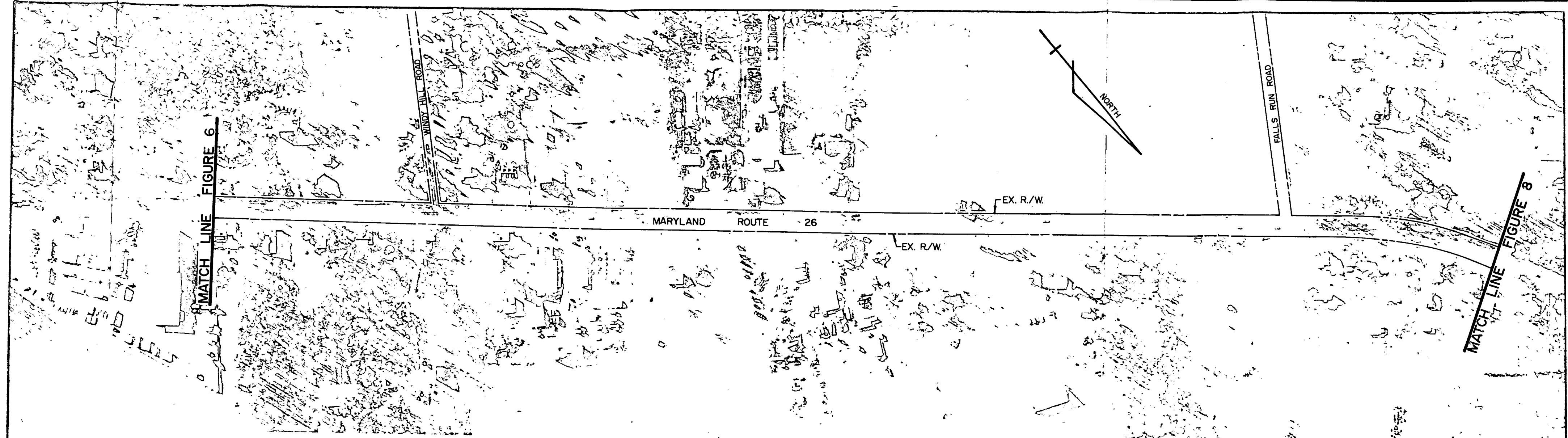
MARYLAND STATE  
 HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 26  
 ELDERSBURG TO RANDALLSTOWN  
**SELECTED ALTERNATE**  
 STATION 0+00 to STATION 32+00  
 SCALE: horiz. 1"=200'  
 vert. 1"=40'  
 FIGURE 4



**MARYLAND STATE HIGHWAY ADMINISTRATION**  
 MARYLAND ROUTE 26  
 ELDERSBURG TO RANDALLSTOWN  
**SELECTED ALTERNATE**  
 STATION 32+00 to STATION 68+00  
 SCALE: horiz. 1"=200'  
 vert. 1"=40'  
 FIGURE 5

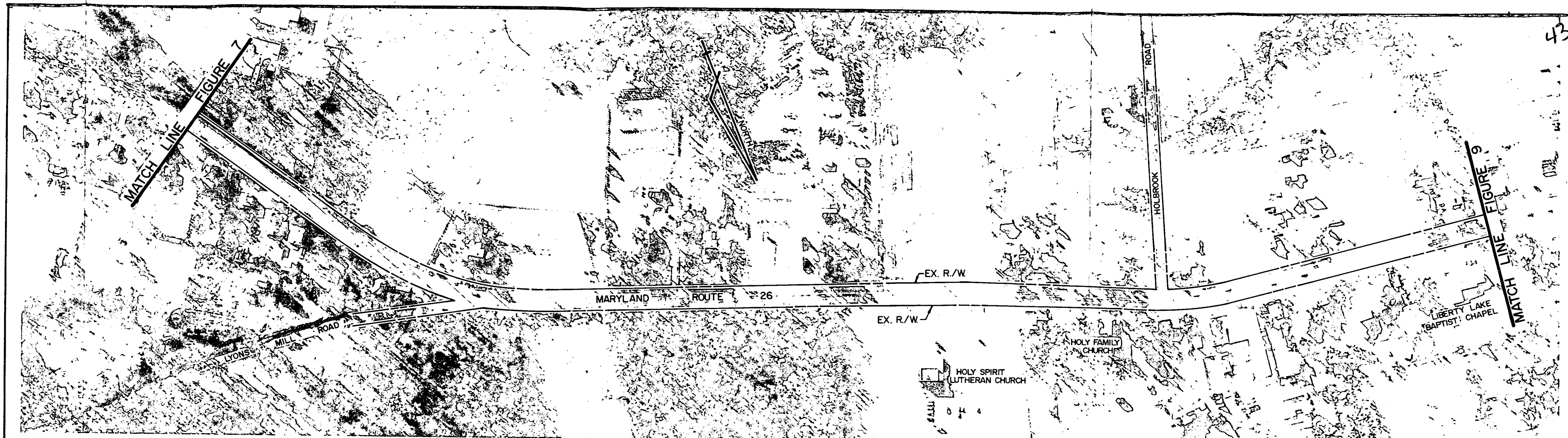






SEGMENT IV

MARYLAND STATE HIGHWAY ADMINISTRATION	
MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN	
SELECTED ALTERNATE	
SCALE: horiz. 1"=200' vert. 1"=40'	FIGURE 7



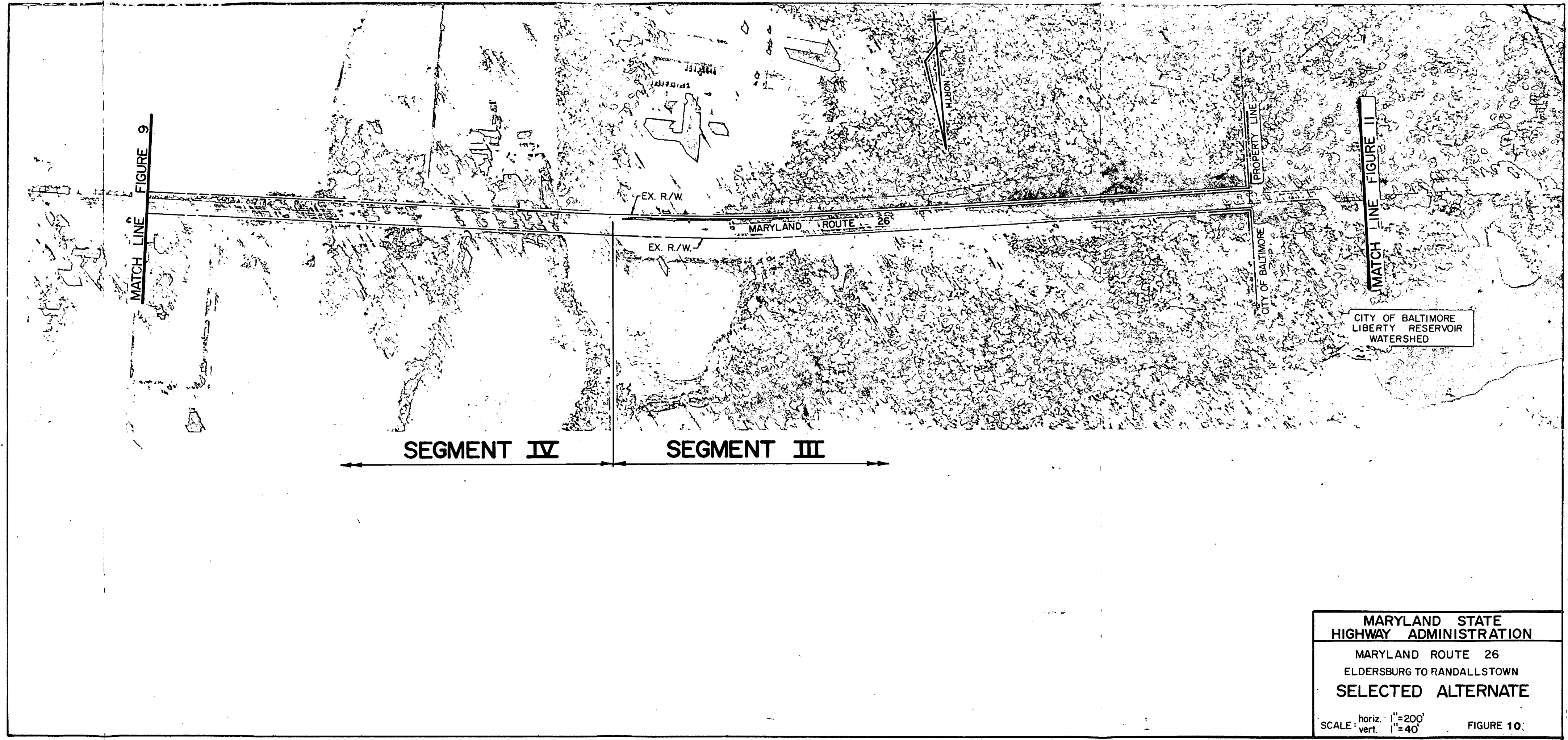
**SEGMENT IV**

<b>MARYLAND STATE HIGHWAY ADMINISTRATION</b>	
MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN	
<b>SELECTED ALTERNATE</b>	
SCALE: horiz. 1"=200' vert. 1"=40'	FIGURE 8



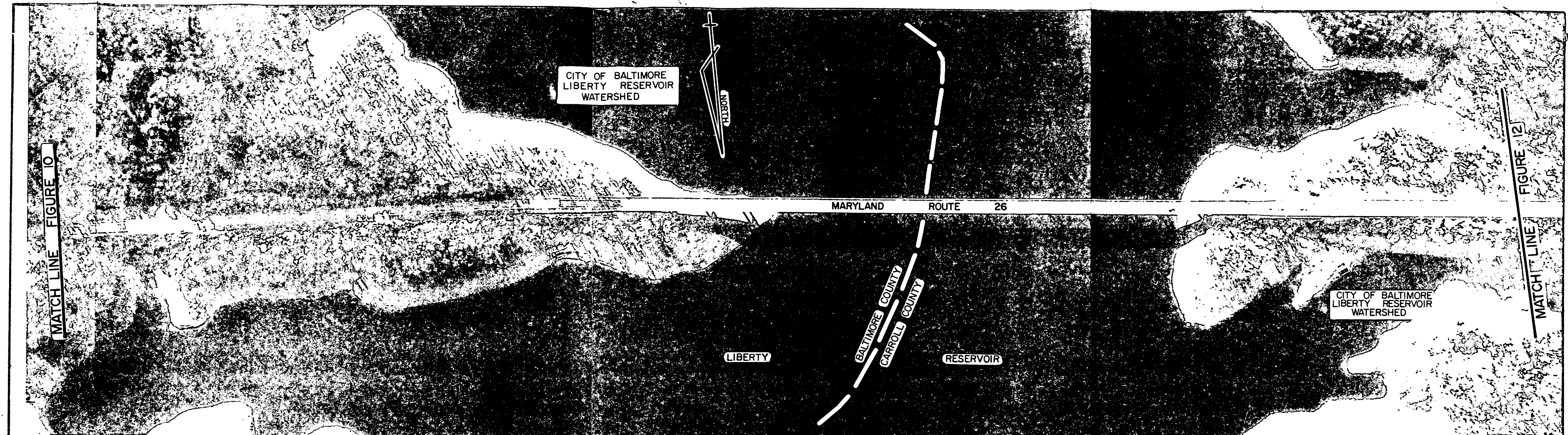
SEGMENT IV

<b>MARYLAND STATE HIGHWAY ADMINISTRATION</b>	
MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN <b>SELECTED ALTERNATE</b>	
SCALE: horiz. 1" = 200' vert. 1" = 40'	FIGURE 9



45

<b>MARYLAND STATE HIGHWAY ADMINISTRATION</b>	
MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN	
<b>SELECTED ALTERNATE</b>	
SCALE: horiz. 1" = 200' vert. 1" = 40'	FIGURE 10



SEGMENT III

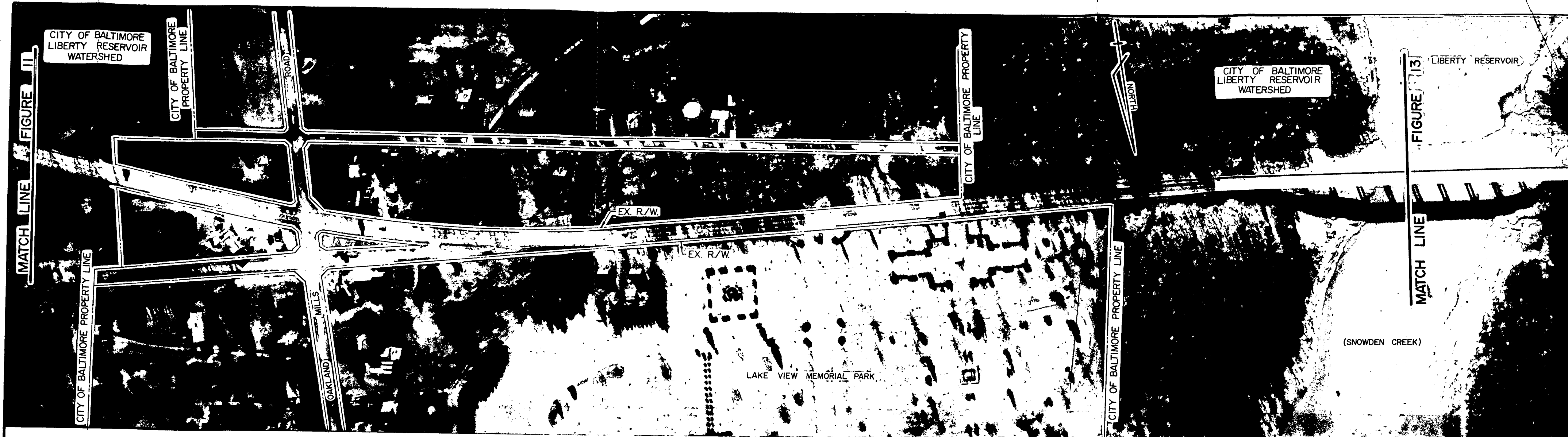
MARYLAND STATE  
HIGHWAY ADMINISTRATION

MARYLAND ROUTE 26  
ELDERSBURG TO RANDALLSTOWN

SELECTED ALTERNATE

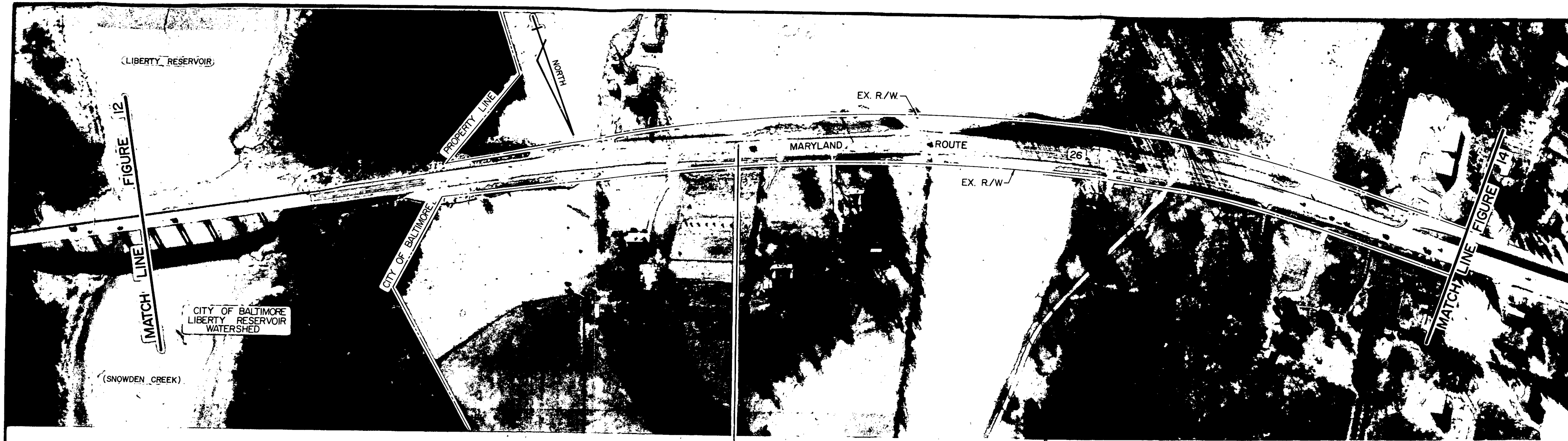
SCALE: horiz. 1" = 200'  
vert. 1" = 40'

FIGURE 11



SEGMENT III

<p>MARYLAND STATE HIGHWAY ADMINISTRATION</p>	
<p>MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN SELECTED ALTERNATE</p>	
<p>SCALE</p>	<p>horiz. 1"=200' vert. 1"=40'</p>
<p>FIGURE 12</p>	



← SEGMENT III      SEGMENT II →

MARYLAND STATE  
HIGHWAY ADMINISTRATION

MARYLAND ROUTE 26  
ELDERSBURG TO RANDALLSTOWN  
SELECTED ALTERNATE

SCALE horiz. 1"=200'  
vert. 1"=40'

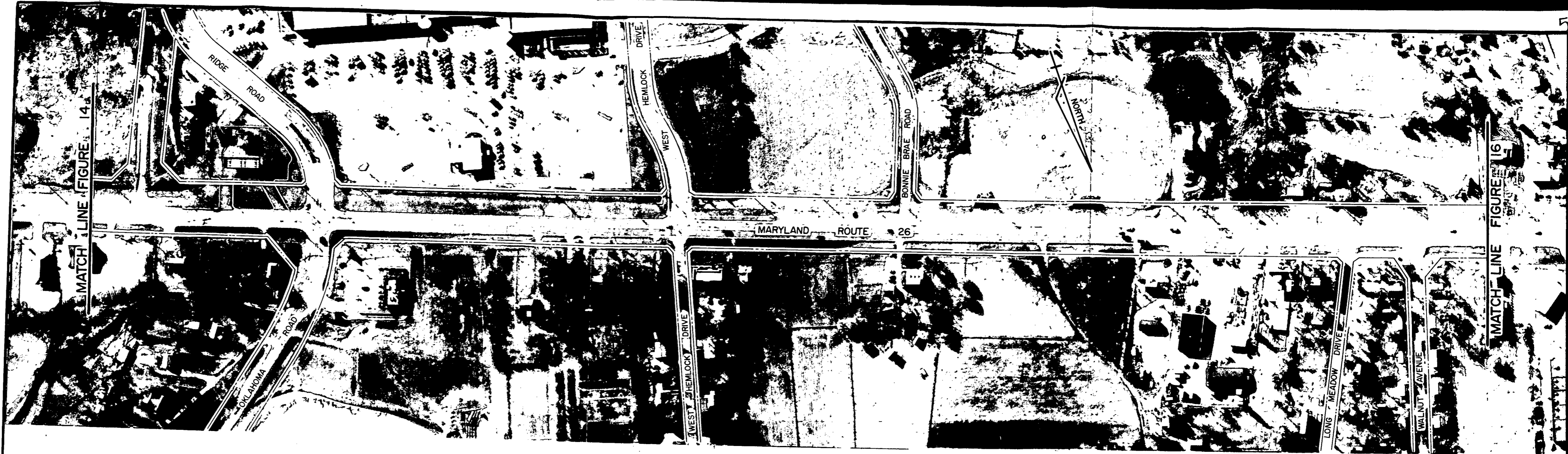
FIGURE 13





SEGMENT II

<p>MARYLAND STATE HIGHWAY ADMINISTRATION</p>	
<p>MARYLAND ROUTE 26 ELDERSBURG TO RANDALLSTOWN SELECTED ALTERNATE</p>	
<p>SCALE horiz. 1"=200' vert. 1"=40'</p>	<p>FIGURE 14</p>



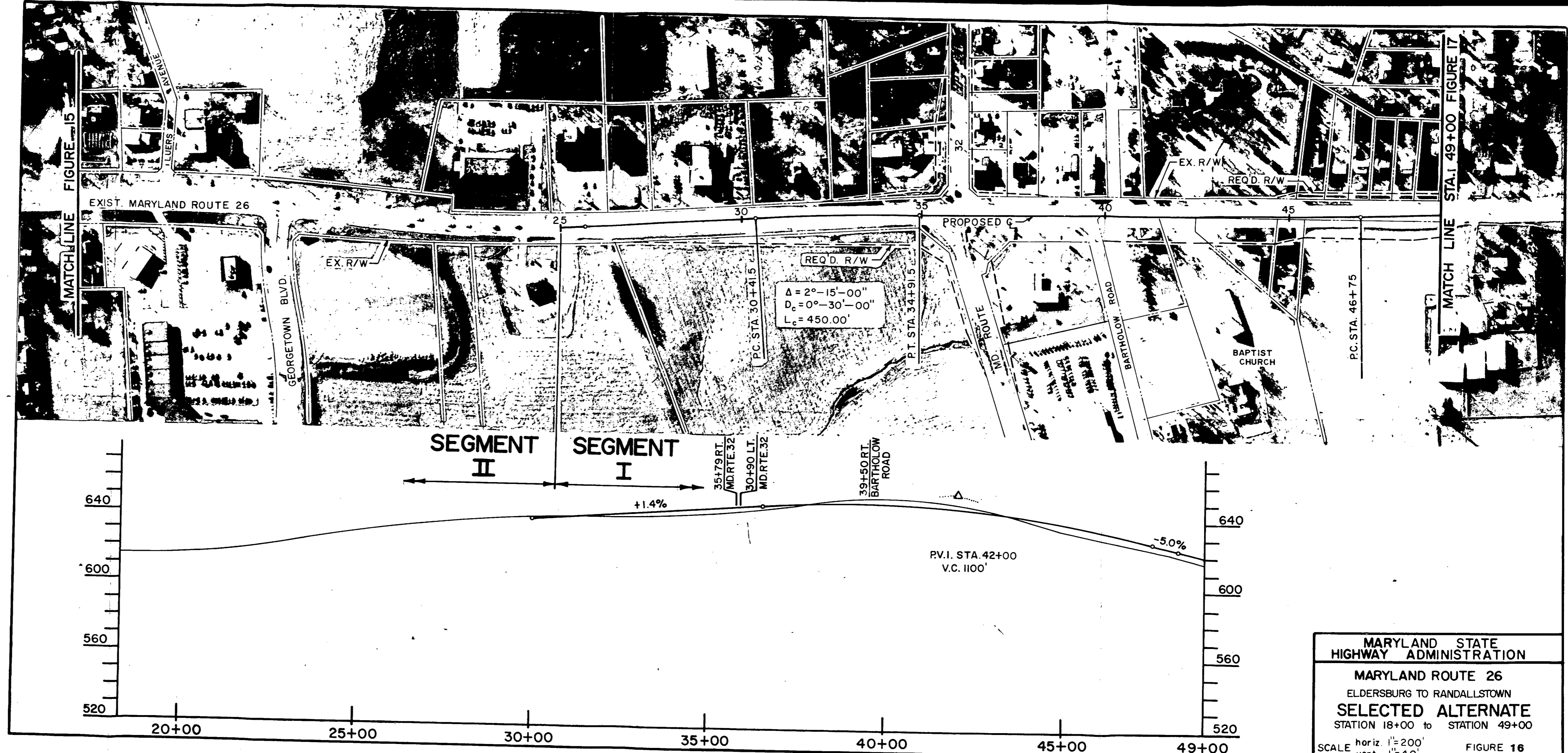
SEGMENT II

MARYLAND STATE  
HIGHWAY ADMINISTRATION

MARYLAND ROUTE 26  
ELDERSBURG TO RANDALLSTOWN  
SELECTED ALTERNATE

SCALE horiz. 1"=200'  
vert. 1"=40'

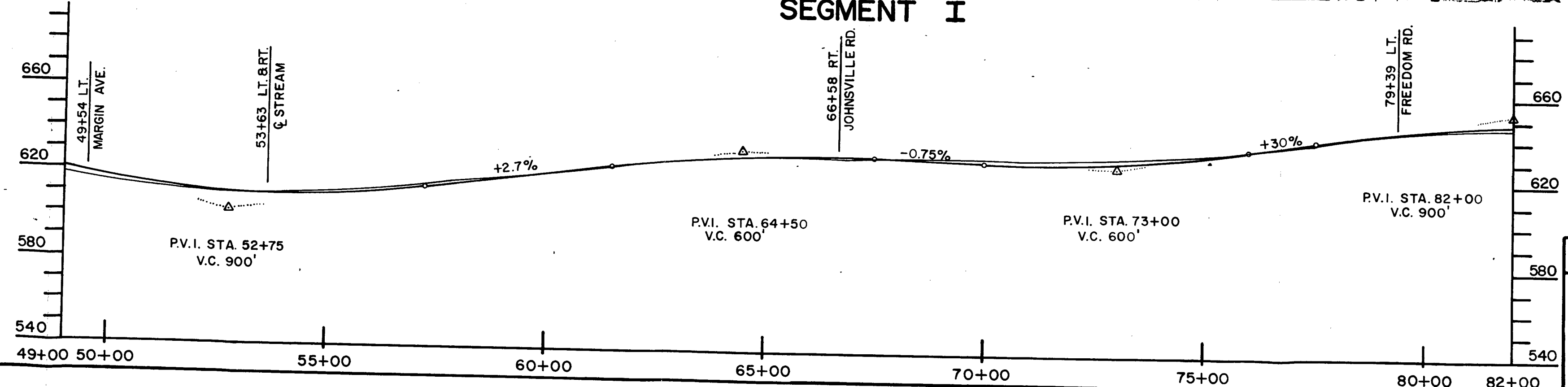
FIGURE 15



MARYLAND STATE  
 HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 26  
 ELDERSBURG TO RANDALLSTOWN  
**SELECTED ALTERNATE**  
 STATION 18+00 to STATION 49+00  
 SCALE horiz. 1"=200'  
 vert. 1"=40'  
 FIGURE 16



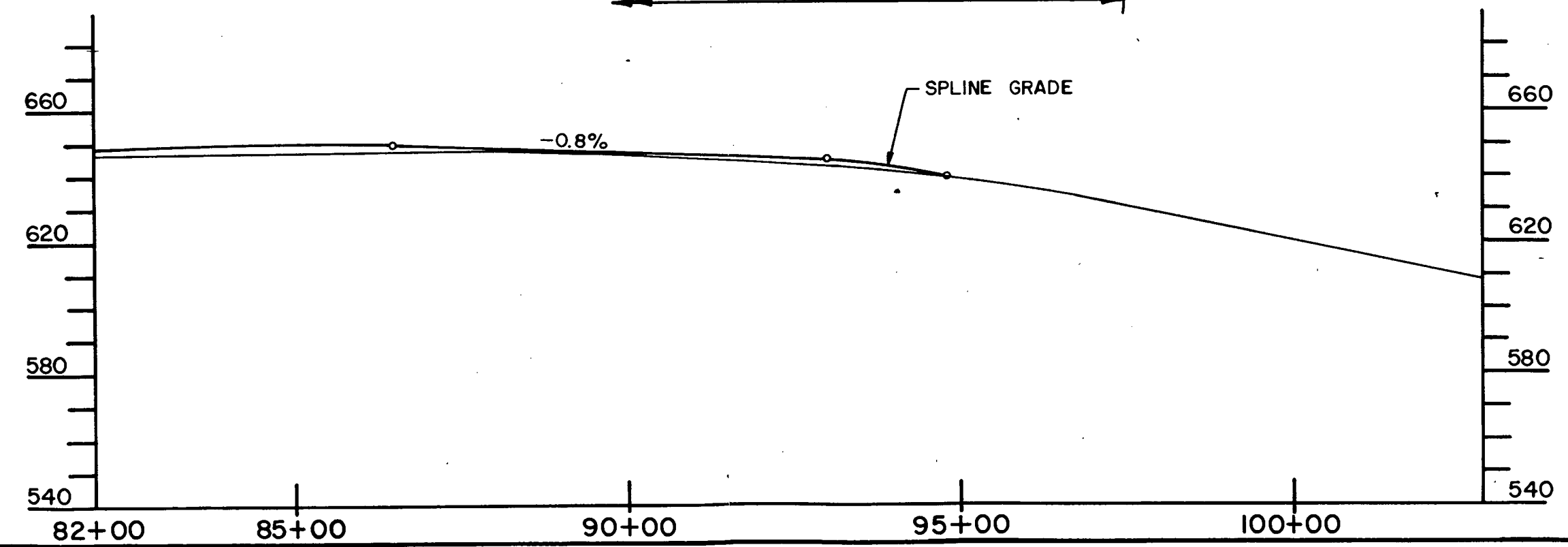
**SEGMENT I**



**MARYLAND STATE HIGHWAY ADMINISTRATION**  
**MARYLAND ROUTE 26**  
 ELDERSBURG TO RANDALLSTOWN  
**SELECTED ALTERNATE**  
 STATION 49+00 to STATION 82+00  
 SCALE horiz. 1"=200'  
 vert. 1"=40'  
**FIGURE 17**



← **SEGMENT I** →



MARYLAND STATE  
 HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 26  
 ELDERSBURG TO RANDALLSTOWN  
 SELECTED ALTERNATE  
 STATION 82+00 to STATION 103+00  
 SCALE horiz. 1"=200'  
 vert. 1"=40'

**III  
AFFECTED  
ENVIRONMENT**

III. AFFECTED ENVIRONMENT

A. Natural Environment

1. Geology

The study area is located within the eastern division of the Piedmont physiographic province. The topography of this region is gently rolling and of moderate relief with locally steep slopes. Surface elevations range from 420-640 feet above sea level. Slopes range from 0-25 percent and are greatest near Liberty Reservoir and in the western part of the study area.

The principal surficial geologic formations in the study area are the Wissahickon formation of the Late Precambrian age and the Ultramafic rocks and the Baltimore Gabbro complex both of Early Paleozoic/Late Precambrian age. The general strike of these formations is northeast; therefore, they are exposed in broad bands that extend from southwest to northeast.

The Wissahickon formation, located in the western portion of the study area, is composed of a medium to finely crystalline, black to brown, closely foliated muscovite-feldspar-quartz schist with bands that vary in their proportions of quartz and in the coarseness of their crystals. The Boulder gneiss, a member of the Wissahickon formation, occurs in the area immediately west of Liberty Reservoir. As observed in the study area it is a dark gray, finely-crystalline, finely-banded, garnetiferous gneiss containing feldspar porphyroblasts.

The Ultramafic rocks, observed on the east side of Liberty Reservoir and throughout Soldier's Delight Natural Environmental Area, are a black to greenish-black, schistose hornblende with feldspar-rich bands of hornblende gneiss, zones of moderately-coarse biotite schist, and zones of dark green to

56  
greenish gray talc schist.

There is a small formation of Baltimore Gabbro east of Liberty Reservoir composed of dark-grey to purplish-black, completely crystalline rock of medium to coarse-grained texture.

There are a number of mineral resources in the study area. The Soldier's Delight Natural Area, approximately three-quarters of a mile north of Maryland Route 26, is considered to be the only virtually undisturbed serpentine barren left in the state. The Soldier's Delight Area is approximately 1,000 acres in size with an additional 1,000 or more acres are programmed for future acquisition. Minerals commonly found there include chromite, chalcedony, kameerite, deweylight, magnesite, prolite and talc.

Copper is present in a region extending from Sykesville to Eldersburg. Although copper production has occurred in the area, no mines have been worked in a number of years.

## 2. Soils

Based on similarities in drainage class, depth, permeability, flooding, stoniness, and rockiness, 80 percent of the soils in the study area fall within the B1 natural soils group.<sup>1</sup> An additional 10 percent of the study area is composed of soils belonging to the C1 natural soils group. The remainder of the study area contains a number of soils of minor extent. The B1 and C1 groups are described below:

B1-(Glenelg, Manor, Chester, Neshaming, Elioak)

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<sup>1</sup> Natural Soils Groups of Maryland, Maryland Department of State Planning, 1973.



This dominant soils group, comprising over 80 percent of the soils in the study area is characterized by deep, well-drained, and permeable soils. The surface soils are generally silty or loamy with enough clay in the subsoil to maintain either a high or moderate available moisture capacity. The Bla soils, with slopes ranging from 0 to 10 percent, are considered to be prime agricultural areas that are also easily adaptable to non-farm uses due to their moderate permeability (.62 in/hr.), depth to bedrock and watertable (5 ft.). An 8 to 15 percent slope (Blb) reduces their function as prime farmland and limits their use for urban development because of increased susceptibility to erosion and sediment problems. Development would necessitate more filling and erosion control measures than for Bla soils. Slopes greater than 15 percent (Blc) generally prohibit agricultural or residential use.

CI-(Mt. Airy)

These soils occur on generally rippable schist bedrock at depths of only 20 to 40 inches below the surface. They typically have a shaly surface with localized stony spots. Because of their shallow depth these soils are susceptible to drought and are expensive to excavate. They are generally unsuited for agriculture or residential development on either 8 to 15 percent slopes (Clb) or slopes greater than 15 percent (Clc). They are the second

most prominent soils group in the study area, occupying about 10 percent of the land area.

There is a minimal amount of undeveloped prime farmland in the study area as defined by the Soil Conservation Service. There is no unique farmland in the study area.

3. Groundwater

The Wissahickon formation is an important domestic and agricultural water source in Carroll County. Groundwater occurs primarily in the joints and fractures of the rocks. The yields of wells range from virtually nothing to 300 gallons per minute (gpm) and average 16 gpm. Wells range in depths from 21 to 645 feet and average 100 feet. An analysis of seven sampled wells indicate that the water is generally soft and low in dissolved solids. However, contamination can occur from pollutants leaching into the system of joints and fissures. Several of the above sampled wells showed evidence of contamination in the form of nitrates.

Most areas of Ultramafic rock formations have wells with satisfactory yields for domestic use at relatively shallow depths. The average yield is 10 gpm.

The extent of Baltimore Gabbro within the study area is too small to be considered a significant source of groundwater.

4. Surface Drainage Areas

The study area falls primarily within the water-

sheds of Brice Run, Piney Run and Scott's Level Branch. Brice Run, a tributary to the North Branch of the Patapsco River, and Piney Run, a tributary to the south branch of the Patapsco River, are considered Class III Natural Trout Water. Scotts Level Branch is a tributary of the Gwynns Falls. A very small portion of the area drains into Falls Run (also a tributary to the Patapsco) and into Locust Run (which drains into the Liberty Reservoir) (see Figure 19). Existing Maryland Route 26 crosses one unnamed tributary each of Piney Run and the North Branch of the Patapsco River. There are no wetlands in the study area.

The Liberty Reservoir is located approximately 3.4 miles west of the build portion of the project area.

5. Floodplains

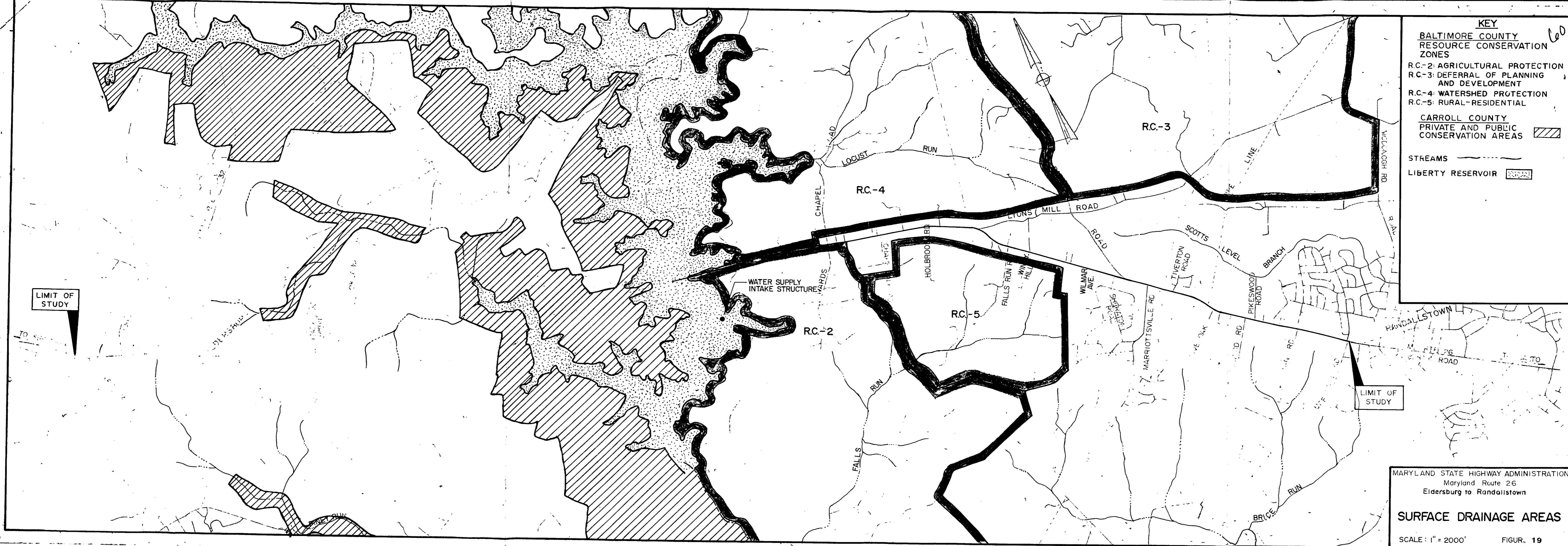
There are no areas designated as 100-year floodplain in accordance with Flood Insurance Agency criteria.

6. Vegetation

Residential and commercial strip development along the Baltimore County part of study corridor (particularly near Randallstown) has limited the amount of existing vegetation. While there are a number of cultivated fields in the Carroll County portion of the study corridor, the area is currently undergoing rapid commercial and residential development. The corridor supports vegetation typically found in the Tulip Poplar Association. There are no known rare or endangered plant species within the study area.

7. Wildlife

Commercial and residential growth in the Maryland Route 26 corridor has had a pronounced effect on the terrestrial



MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown

**SURFACE DRAINAGE AREAS**

SCALE: 1" = 2000'      FIGUR. 19

61

ecosystems of the area. The clearing of large portions of land, leaving scattered tracts of forest vegetation, has significantly reduced the area's carrying capacity. Species such as the white-tailed deer, requiring large territorial ranges, have greatly decreased in number in both Baltimore and Carroll Counties. Near the study area, the largest populations of wildlife inhabit the forested hilltops and the protected watershed bordering Liberty Reservoir.

Wildlife species common to the upland forested area include the gray squirrel (*Sciurus carolinesis pennsylvanicus*), striped skunk (*Mephitis mephitis nigra*), red fox (*Vulpes vulpes fulva*), gray fox (*Urocyon c. cinereoargenteus*), quail (*Colinus virginianus*), eastern cottontail rabbit (*Sylvilagus floridanus mallurus*), woodchuck (*Marmota m. monax*), opossum (*Didelphis marsupialis virginiana*), and an occasional white-tailed deer (*Odocoileus virginianus borealis*). Other species supported by hilltop habitats include various reptiles, amphibians, a wide variety of passerine birds (song birds), and such higher food chain species as hawks and owls.

In addition to the wildlife mentioned above, the valleys and protected forested watershed of Liberty Reservoir are characteristically inhabited by species such as the raccoon (*Procyon l. lotor*), muskrat (*Ondatra zibethicus macrodon*), otter, beaver (*Castor canadensis*), mourning dove, as well as passerine birds, reptiles, amphibians and water fowl.

Species that could be expected to inhabit the highly suburbanized portions of the study corridor include eastern chipmunk (*Tamias striatus*), woodchuck (*Marmota m. monax*),

62

red squirrel (*Tamiasciurus hudsonicus loguax*), white-footed deer mouse (*Peromyscus leucopus noveboracensis*), house mouse (*Mus musculus*), eastern cottontail rabbit, meadow mole (*Microtus p. pennsylvanicus*), norway rat (*Rattis norvegicis*), black rat (*Rattus rattus*), mourning dove (*Zenaidura macroura*), common crow (*Corvus brachyrhunchos*), robin (*Turdus migratorius*), starling (*Sturus vilgaris*), American toad (*Bufo americanus*), sparrow (*Passer domesticus*), redwinged blackbird (*Agelaius phoenicus*), frog (*Ranh sp.*), king snake (*Lampropeltis getulus*), and garter snake (*Thamnophis sirtailis*). There are no known rare or endangered wildlife species in the study area.

B. Social Environment

1. Baltimore County

Population

Baltimore County's growth during the past 20 years reflects the trend of declining growth rates in large eastern metropolitan areas. The county grew by 26% from 1960 to 1970, but slowed to a 5.7% growth rate by 1980.

Significant changes have taken place in the density and distribution of population in the county. In 1970, the majority of the county's population was located within the Beltway. While this is still true, many communities outside the Beltway have expanded dramatically, including Randallstown, Reisterstown, Timonium, Security and Cockeysville.

A 1974 sewer moratorium, imposed by the State Department of Health and Mental Hygiene, on the Patapsco, Gwynns Falls and Jones Falls Watersheds, has influenced the distribution of population in Baltimore County. Before 1974, growth was con-

63

centrated in several western and northwestern communities including Randallstown. After the moratorium was instituted some of this growth shifted east to Perry Hall, Middle River, White Marsh and other communities.

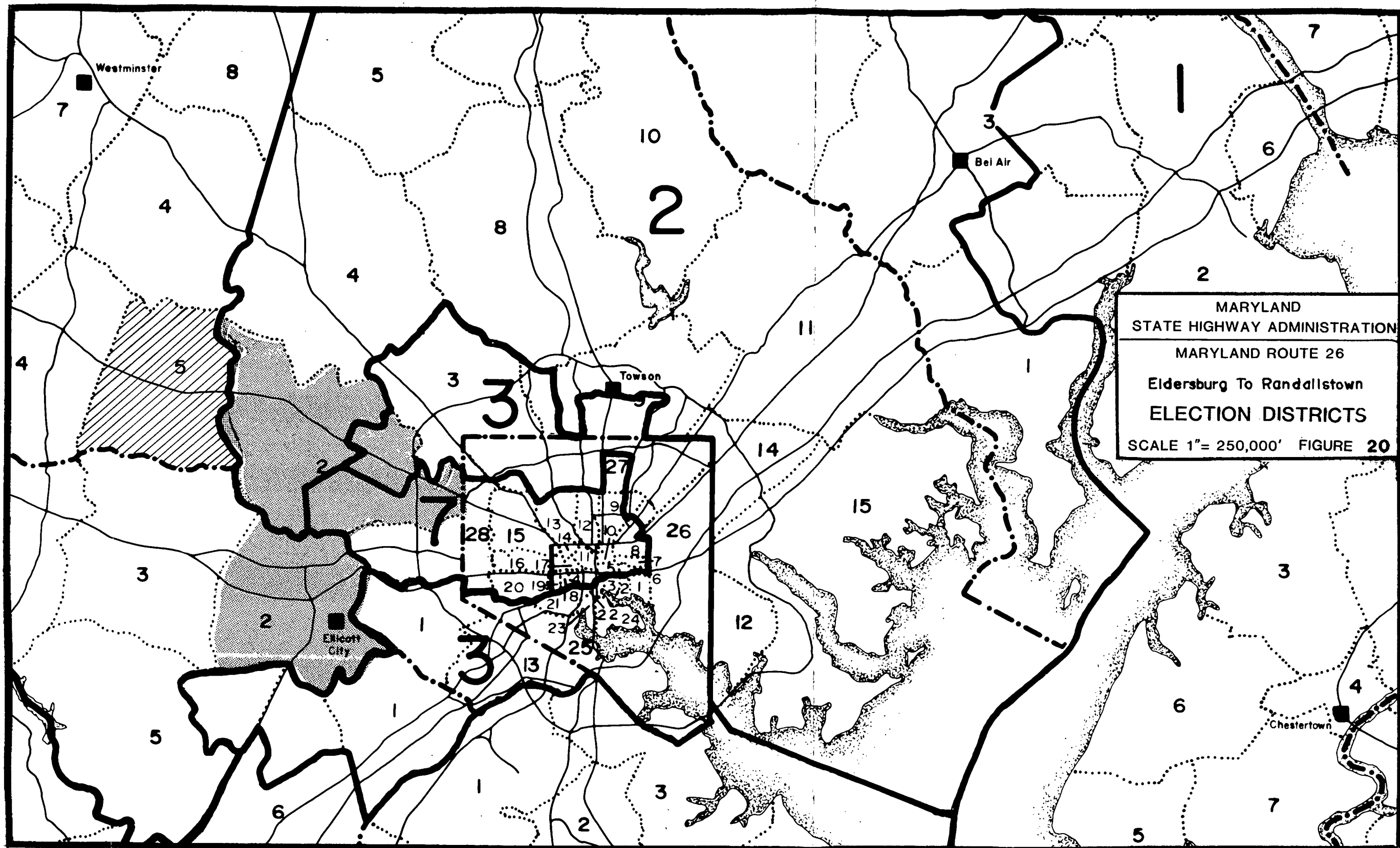
Population in Election District #2 (which includes the study area) however, continues to grow quickly - by 17.6% from 1970 to 1980 (see Figure 20). Population in the Stage I census tracts (See Figure 21), which include Deer Park and Offutt Roads, has increased far more rapidly - by 61% since 1970. The census tracts in the remainder of the study area west of Deer Park Road have grown at a much slower rate - 6.1%.

TABLE 1  
POPULATION AND GROWTH IN THE BALTIMORE COUNTY PORTION  
OF THE STUDY AREA

	1980	1970	1970- 1980 Growth Rate
Baltimore County	655,615	620,409	26%
Election District #2	65,397	55,618	17.6%
Census Tracts which include Deer Park and Offutt Roads:	14,824	9,200	61.1%
4025.01 and 4025.02 (this tract was split into 4025.03 and 4025.04 in 1980)			
Census Tracts which include the study area west of Deer Park Road:	3,378	3,181	6.1%
4022.01 and 4021.00			

Source: U.S. Bureau of the Census, Census of the Population and Housing, 1970-1980 Comparison File, 1980.

In 1980 about 78% of the total population in the Stage I Census Tracts were white; 19.1% black; 2.4% were Asian; and 1.4% were either of Spanish origin or some other ethnic background. 9.2% were 65 years of age or older.





65

and public conservation uses line the Maryland Route 26 Corridor on both sides.

Between the two bridges which cross the reservoir land use designations are for a combination of public and private conservation, neighborhood business, and moderate density residential. The neighborhood business and moderate density residential designations apply to existing development and so do not violate the general county policy to protect the watershed. The private conservation designation will allow the subdivision of property into 3 to 5 acre parcels, whereas the public conservation designation applies to property already in public ownership. Most, if not all, of the property in the study area is already zoned for the indicated uses and densities.

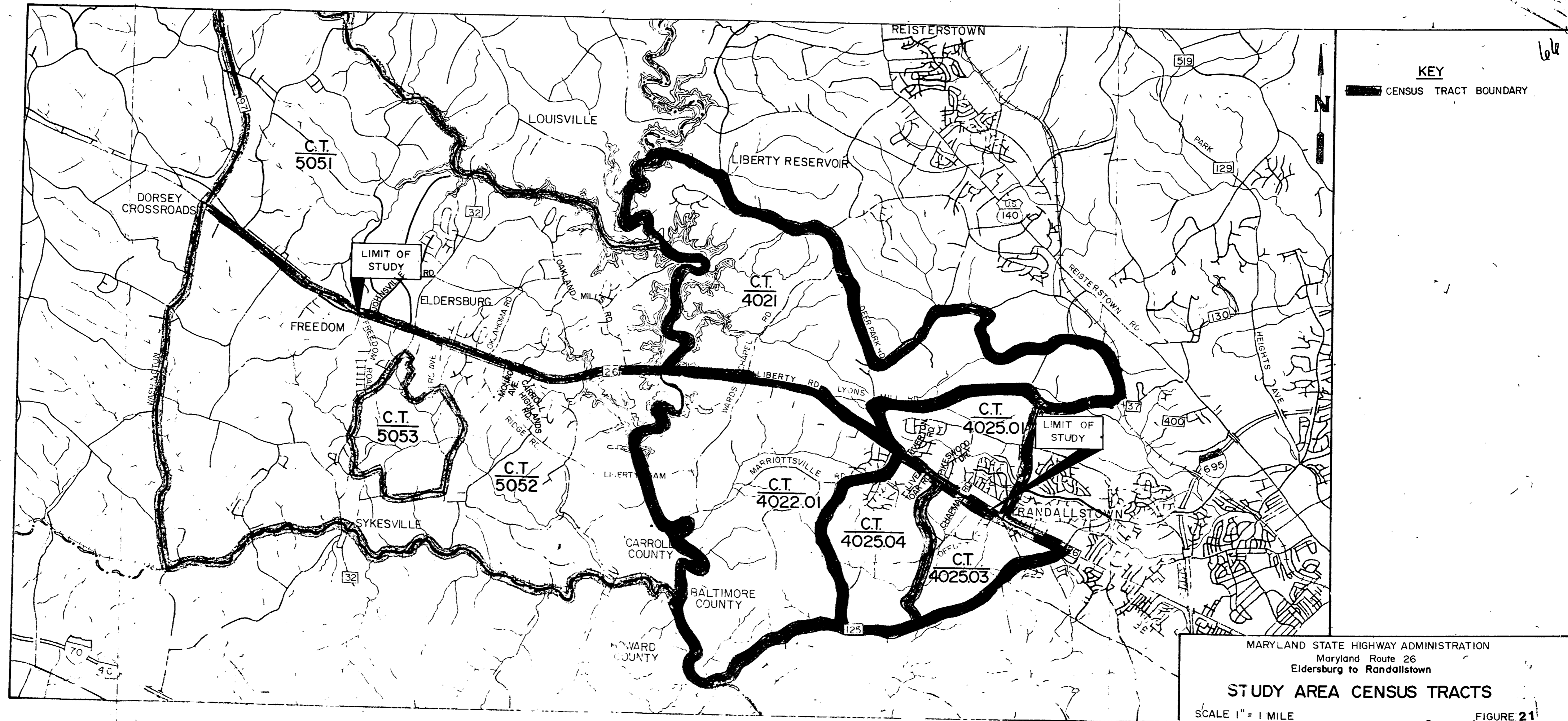
E. Historic and Archeological Resources

Fifty five sites within the study area have been identified as having potential historic significance (see Figure 25). Information on these sites is available in the files of the Maryland State Highway Administration. Only three of these, the Choate House, the former Maryland State Police Barracks, and Wesley Chapel are both near the Selected Alternate and considered eligible for the National Register.

Of the four archeological sites identified during a preliminary survey of the study area, only two were within the impact area. The results of the intensive archeological investigations which were subsequently conducted at these two sites, indicate that the sites were ineligible for inclusion in the National Register.<sup>1</sup>

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<sup>1</sup> Gardner, William M., Jay Custer, Gary A. Hanes, Intensive Archeological Investigators at 18BA164 and 18BA162, Baltimore County Maryland. (Front Royal: Thunderbird Research Corp., May, 1979).



**KEY**  
 [Thick black line] CENSUS TRACT BOUNDARY



MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown  
**STUDY AREA CENSUS TRACTS**  
 SCALE 1" = 1 MILE  
 FIGURE 21

66

61-

Census Tract 4025.03 has a rather high percentage of residents who are 65 and older (19%) compared to the rest of Election District 2 (8.3%). There is also a significantly high percentage of blacks in Census Tract 4025.04 (34%) compared to the other census tracts in the study area. (This figure is comparable to the Election District as a whole which is 31.9% black). No actual minority communities or specific concentrations of elderly or handicapped have been identified in the study area.

TABLE 2  
 RACIAL AND ETHNIC COMPOSITION OF BALTIMORE COUNTY PORTION  
 OF THE STUDY AREA  
 (NUMBER/PERCENT OF TOTAL)

	ELECTION DISTRICT 2	CENSUS TRACT 4021	CENSUS TRACT 4022.01
Total Population	65,397	1266	2112
White	43,423/66.39	1242/98.10	1797/85.08
Black	20,880/31.92	16/1.26	285/13.49
Asian & Pacific Islander	893/1.36	2/.15	21/.99
Spanish (1) Origin	569/.87	4/.31	21/.99
Other	201/.30	6/.47	9/.42
65 & Older	5449/8.33	177/13.98	236/11.17

	CENSUS TRACT 4025.01	CENSUS TRACT 4025.03	CENSUS TRACT 4025.04
Total Population	8419	3665	2740
White	6904/82.0	2996/81.74	1684/61.45
Black	1336/15.86	553/15.08	938/34.23
Asian & Pacific Islander	147/1.74	92/2.51	110/4.01
Spanish (1) Origin	65/.77	40/1.09	38/1.38
Other	32/.38	24/.65	8/.29
65 & Older	571/6.78	698/19.04	109/3.97

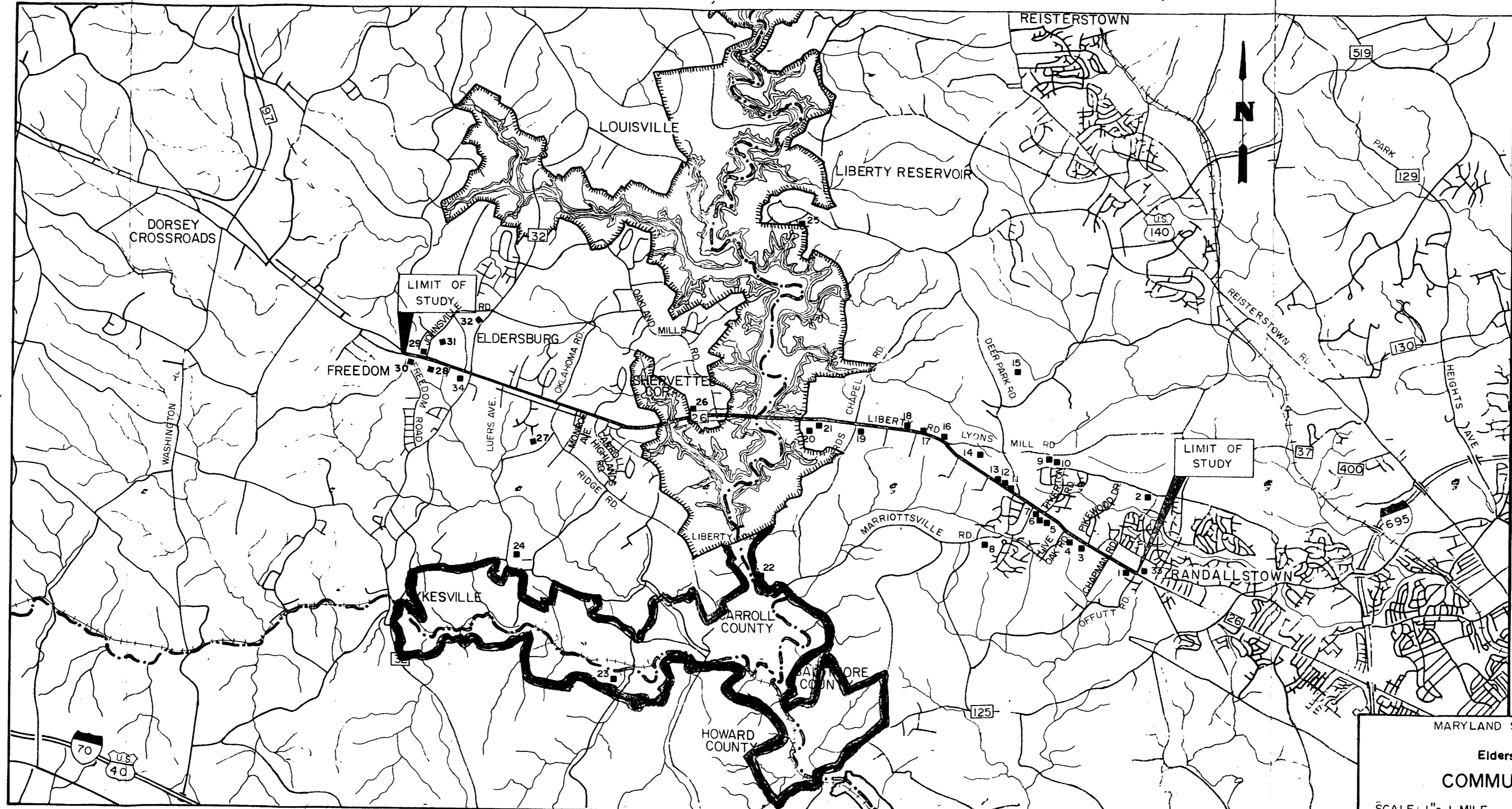
(1) Percentages do not add up to 100% because those of Spanish Origin may be of any race.

Source: U.S. Bureau of Census, Census of Population and Housing, Summary Tape File 3-A, 1980.

## Community Facilities

The study area hosts a wide variety of community facilities along Maryland Route 26 and within the adjacent study area (see Figure 22). Along Maryland Route 26, there are eleven churches, a synagogue, four cemeteries, a church-school, a state police office, a fire station, a library, a municipal water tower, and a post office. The churches and synagogue include: Liberty Reformed Presbyterian Church, Wesley Chapel, Ward's Chapel Methodist Church, Liberty Lake Baptist Church, Eldersburg Baptist Church, Holy Spirit Lutheran Church, Mt. Paran Presbyterian Church, Wesley Freedom United Methodist Church, two Holy Family Catholic Churches (one original and one new one), Saint Joseph's Catholic Church, Future Southern Baptist Church and Beth Israel Synagogue. Cemeteries include: Beth El Memorial Park, Liberty Park Cemetery, Chevra Ahavas Chesed Cemetery, a cemetery adjacent to the Wesley Freedom Methodist Church, and a cemetery adjacent to the original Holy Family Church. The one private school in the corridor is the Holy Family School serving grades 1 through 8. The Carrolltown Library is also located in the study area.

Within the study area, the Patapsco State Park, Piney Run Park, Baltimore City Municipal Watershed and the Soldier's Delight Natural Environmental Area offer facilities for active and passive forms of recreation. Public schools in the area include: Deer Park Elementary School, Deer Park Junior High School, Carrolltowne School, Eldersburg Elementary School, Liberty Senior High School, Hernwood Elementary School and Randallstown Senior High School. Each of these schools has recreational facilities available for use by neighborhood residents.



KEY	
MAP NO.	
1.	U.S. POST OFFICE
2.	RANDALLSTOWN SR. HIGH SCHOOL
3.	BETH ISRAEL SYNAGOGUE
4.	HOLY CATHOLIC CHURCH & SCHOOL
5.	LIBERTY PARK CEMETERY
6.	CHEVRA AHAVAS CHESED CEMETERY
7.	BETH EL MEMORIAL PARK
8.	HERNWOOD ELEMENTARY SCHOOL
9.	DEER PARK ELEMENTARY SCHOOL
10.	DEER PARK JR. HIGH SCHOOL
11.	RANDALLSTOWN STATE POLICE BARRACKS
12.	BALTIMORE CITY WATER TOWER
13.	LIBERTY ROAD FIRE COMPANY
14.	MT. PARAN PRESBYTERIAN CHURCH
15.	SOLDIER'S DELIGHT NATURAL ENVIRONMENTAL AREA
16.	HOLY SPIRIT LUTHERAN CHURCH
17.	HOLY FAMILY CATHOLIC CHURCH (ORIGINAL)
18.	LIBERTY LAKE BAPTIST CHURCH
19.	WARD'S CHAPEL METHODIST CHURCH
20.	LIBERTY REFORMED PRESBYTERIAN CHURCH
21.	FUTURE SOUTHERN BAPTIST CHURCH
22.	PATAPSCO STATE PARK
23.	HENRYTON STATE HOSPITAL (CLOSED)
24.	SPRINGFIELD STATE HOSPITAL
25.	BALTIMORE CITY MUNICIPAL WATERSHED
26.	LAKEVIEW MEMORIAL PARK CEMETERY
27.	CARROLLTOWNE SCHOOL
28.	WESLEY-FREEDOM CHURCH
29.	WESLEY CHAPEL
30.	SAINT JOSEPH'S CATHOLIC CHURCH
31.	ELDERSBURG ELEMENTARY SCHOOL
32.	LIBERTY SR. HIGH SCHOOL (UNDER CONSTRUCTION)
33.	RANDALLSTOWN CONVALESCENT CENTER
34.	ELDERSBURG BAPTIST CHURCH
	PUBLICLY OWNED WATERSHED PROPERTY
	PATAPSCO STATE PARK BOUNDARY

MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown  
**COMMUNITY FACILITIES**  
 SCALE: 1" = 1 MILE  
 FIGURE 22

10

Health facilities in or near the study area include Baltimore County General Hospital (east of the project), Springfield State Hospital, Randallstown Convalescent Home and the Henryton Center (closed 1984). Springfield Hospital is a psychiatric facility for treatment of the mentally ill.

The present water and sewer service area includes most existing development from Offutt Road to Deer Park Road within Baltimore County's Urban-Rural Demarcation Line (URDL). Extension of the service area to the vicinity of Lyons Mill Road and Holbrook Road is planned within 6 to 10 years, but no service is anticipated beyond this point. Service is planned to be extended to areas north and south of Liberty Road and east of Holbrook Road that are beyond the URDL on a selective basis over an 11-30 year period (see Figures 23-24).

## 2. Carroll County

### Population

Unlike the trend in Baltimore County from 1970 to 1980, Carroll County's population continues to grow to at a rate even higher than during the previous decade. The County saw a 30.7% rate of increase from 1960 to 1970, and a 39.6% rate by 1980.

The majority of this growth has taken place near existing towns such as Westminster, Mount Airy, Hampstead, and Taneytown. The county is becoming a desirable residential area especially for those who commute to work in Baltimore.

The population in Election District 5 (which includes the study area) increased by 18.2% from 1970 to 1980.

Certain Census tracts within Election District 5 have experienced much higher increases than this figure indicates Census Tracts 5051 and 5052 (which includes the study area) increased by 65.7% and 38.9% respectively from 1970 to 1980. Census Tract 5053 which is comprised of Springfield State Hospital has dropped in population by about 50% since 1970.

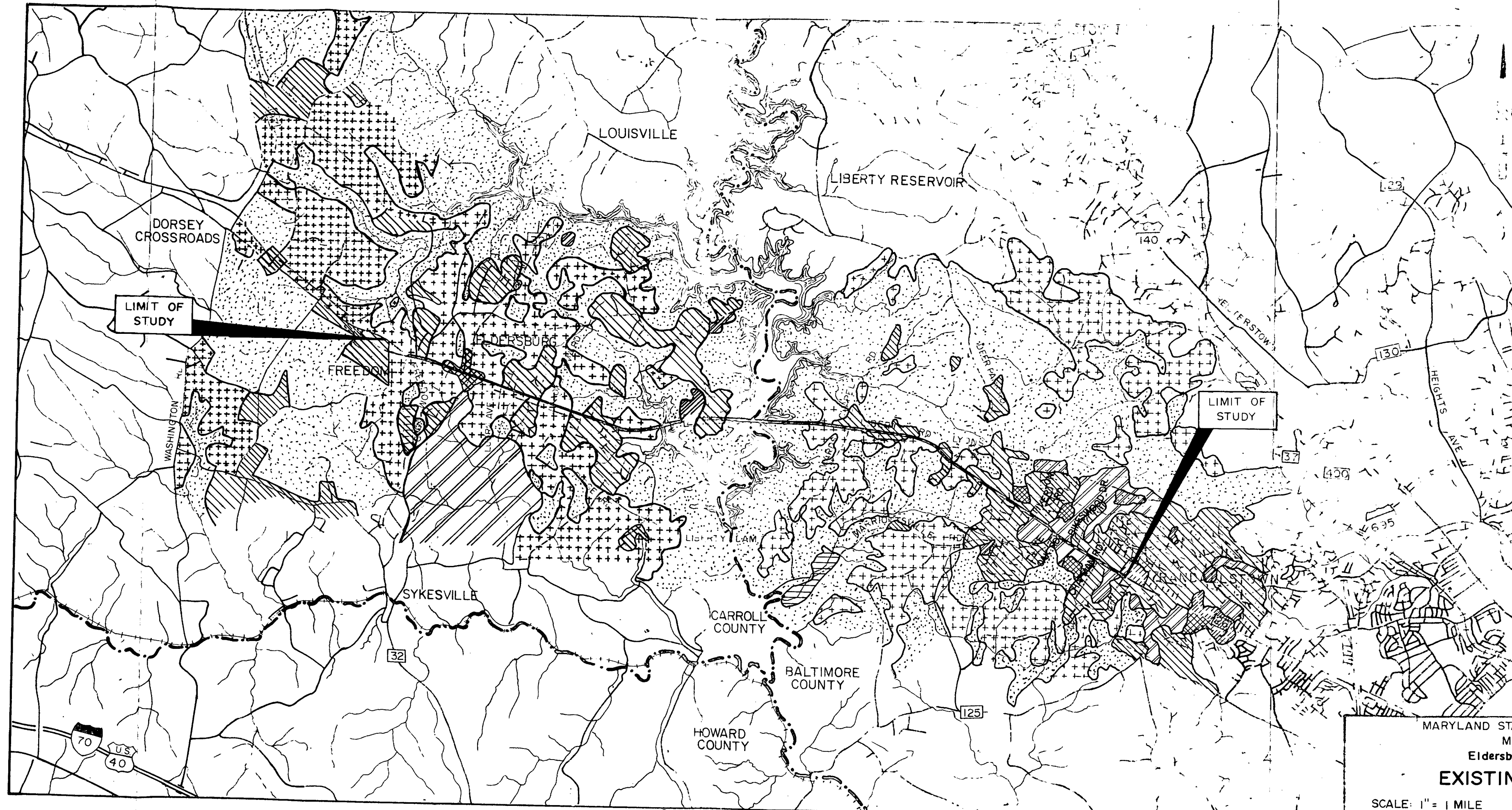
TABLE 3  
POPULATION AND GROWTH IN THE CARROLL COUNTY PORTION  
OF THE STUDY AREA

	1980	1970	1980 Growth Rate
Carroll County	96,356	69,006	39.6%
Election District #5	13,567	11,475	18.2%
Census Tract 5051	5,333	3,218	66.7%
Census Tract 5052	6,425	4,626	38.9%
Census Tract 5053	1,809	3,631	-50.2%

Source: U.S. Bureau of the Census, 1970-1980 Comparison File, 1980.

In 1980 about 90.7% of the total population in the study area census tracts were white and 8.7% were black. The remaining .6% were comprised of American Indian, Japanese, Chinese, Filipino, Korean, Vietnamese and other. There are approximately .63% which are of spanish origin. In addition, 16.12% were age 65 and older.

No minority communities or concentrations of elderly or handicapped persons have been identified in the study area, with the exception of Census Tract 5053. This Census Tract is primarily made up of patients from Springfield State Hospital, a psychiatric facility for the treatment of the mentally ill. There is also a high percentage (39.11%) of those age 65 and over within the hospital's population.



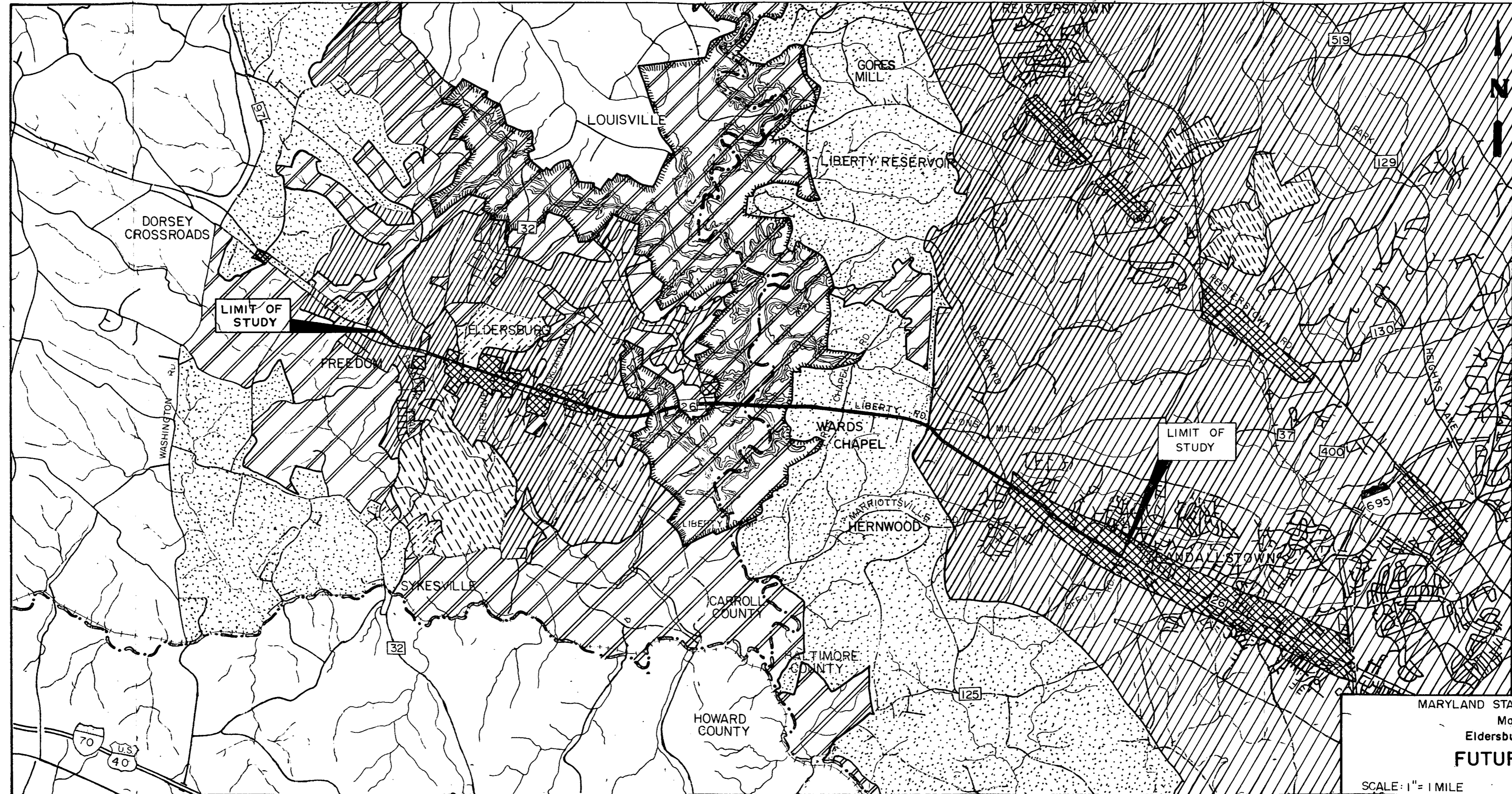
KEY

- FOREST
- CROP AND PASTURE
- SINGLE UNIT RESIDENTIAL
- MULTI-UNIT RESIDENTIAL
- COMMERCIAL
- OPEN (URBAN)
- EDUCATIONAL & INSTITUTIONAL
- RESERVOIRS
- EXTRACTION


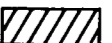


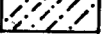
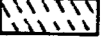

SOURCE: Maryland Department of State Planning Technical Series, Generalized Land Use Plan

MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown  
**EXISTING LAND USE**  
 SCALE: 1" = 1 MILE  
 FIGURE 23





KEY

-  PUBLICLY OWNED WATERSHED PROPERTY
-  RESIDENTIAL
-  PUBLIC AND PRIVATE CONSERVATION
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  RURAL AGRICULTURAL

MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown  
**FUTURE LAND USE**

SCALE: 1" = 1 MILE

FIGURE 24

94

TABLE 4  
 RACIAL AND ETHNIC COMPOSITION OF THE CARROLL COUNTY PORTION  
 OF THE STUDY AREA  
 (NUMBER/PERCENT OF TOTAL)

	ELECTION DISTRICT 5	CENSUS TRACT 5051	CENSUS TRACT 5052	CENSUS TRACT 5053
Total Population	13,567	5,395	6,367	1,805
White	12,301/90.7	5200/96.38	5950/93.45	1151/63.77
Black	1.181/8.70	180/3.34	396/ 6.22	603/33.41
American Indian	2/ .01	0	0	0
Asian & Pacific Islander	55/ .41	6/ .11	12/ .19	.37/ 2.0
Spanish (1) Origin	86/ .63	0	0	0
Other	28/ .21	7/ .11	7/ .11	14/ .78
65 & Older	2187/16.12	537/ 9.96	944/14.83	706/39.11

(1) Percentages do not add up to 100% because those of Spanish Origin may be of any race

Source: U.S. Bureau of the Census, Census of Population and Housing, Summary Tape File-3A, 1980

Carroll County community facilities near the study area include portions of the Baltimore City Municipal Watershed and Liberty Reservoir, Lake View Memorial Park Cemetery, St. Joseph's Church, Wesley-Freedom United Methodist Church, and Wesley Chapel. The first three facilities are in the vicinity of the Carroll County-Baltimore County line, while the last three are near Eldersburg.

There are three elementary schools which serve the study area, Carrolltowne Elementary, Eldersburg Elementary and Freedom Elementary. Liberty Senior High School is located at the western edge of the study area.

Area recreation resources include the Patapsco State Park, Baltimore City Municipal Watershed and Liberty Reservoir. Patapsco State Park generally follows the South

Branch of the Patapsco River along the southern boundary of Carroll County.

Fire and emergency services for this portion of the Freedom District are supplied by the volunteer fire company located in Sykesville. Sykesville alone has its own police department, the remainder of the area receiving State police protection.

Public water and sanitary sewer service exists in some portions of the Carroll County study area. Water is supplied from several sources, most notably Liberty Reservoir via the Oakland Road treatment plant. The present service area includes most development along Liberty Road between Shervettes Corner and Eldersburg, Springfield State Hospital, and Sykesville.

The present sewage service area is more limited, existing principally in portions of Eldersburg, Sykesville and at the Springfield State Hospital. As in the case of water, current plans call for expansion of the service area with priorities given to existing development near the reservoir and in western portions of Eldersburg.

C. Economic Environment

Employment opportunities are limited in the study area. The three major employers in or near the area are the Londontown Corporation and the Springfield State Hospital (in Carroll County) and Baltimore County General Hospital. Approximately 3,300 people are employed by these three facilities.

Retail and commercial development (such as shopping

centers, car dealers and fast food restaurants) is located along Maryland Route 26, and provides much of the remaining employment in the project area.

Because there are a lack of major local employment opportunities over half (55.07%) of the total labor force (34,835) in Election District 2 in (Baltimore County) commute to work outside of the county. Approximately 43% of the total (15,055 people) work in Baltimore County.

Employed persons 16 and over living in the study area Election District, worked in the following industries in 1980:

TABLE 5

	<u>Election District 2</u>	<u>Election District 5</u>
Retail and Wholesale Trade	22.13	18.24
Public Administration	16.01	11.03
Health Services	9.76	16.65
Educational Services	10.24	7.38
Manufacturing	13.38	14.08
Construction	4.16	11.22
Finance, Insurance & Real Estate	5.74	4.77
Business and Repair Services	3.70	2.88
Personal, Entertainment and Recreation Services	3.36	2.23
Communications & Other	2.13	7.30
Public Utilities		
Other Professional & Related Services	4.69	2.61
Agriculture, Forestry, Fisheries and Mining	.71	1.61
TOTAL	99.92%	99.97%

The 1979 median household income in District #2 was \$22,659 which was close to the 1979 Baltimore County median of \$23,045. The 1979 median household income in District #5 was \$24,462 which is slightly higher than the Carroll County median of \$21,358.

D. Land Use

1. Existing

The study area includes a wide variety of land uses ranging from suburban to rural. The most intensive uses, such as residential and commercial development, are found along Maryland Route 26 near the eastern end of the project and in Eldersburg at the western end of the project. West of Lyons Mill Road in Baltimore County agricultural uses dominate the corridor where the no-build is proposed (see Figure 23).

Table 3 summarizes the existing land use 400 feet on either side of Maryland Route 26 between Freedom Road County Line and Offutt Road.

TABLE 6 - EXISTING LAND USE

	<u>Baltimore County</u>		<u>Carroll County</u>	
	ACREAGE	PERCENTAGE	ACREAGE	PERCENTAGE
Residential	105	22	65	16
Commercial	65	13	32	08
Mixture of Residential and Commercial	37	8	71	18
Agricultural	170	35	155	39
Wooded/Vacant	80	16	51	13
Institutional	25	5	25	6
Industrial	3	1	0	0
TOTAL	<u>485</u>	<u>100%</u>	<u>399</u>	<u>100%</u>

2. Future

Baltimore County has undertaken a massive growth management program. This program does not seek to limit population size, rather its aim is to encourage population increase and development in areas which are well-suited for development, while reducing the desirability of areas identified as "unsuited for more than very limited development". The county's Master Plan concentrates new development in existing

population centers and in two new designated growth areas. The new growth area of particular interest to this project is Owings Mills which lies just north of Maryland Route 26 between Maryland Route 26 and Reisterstown Road (Maryland Route 140).

Figure 24 shows the location of the new growth center, as well as the other major land use designations adopted by the County Council. Growth in the Owings Mills area will impact both Reisterstown Road and Maryland Route 26, as these two roads provide the major transportation links between this portion of the County and Baltimore City and I-695. The Master Plan's Housing and Community Preservation Element estimates more than 14,500 new housing units in the Owings Mills Growth center.

A development strategy for the Baltimore Region is addressed in the Regional Planning Council's General Development Plan. Its Growth Management Plan, proposes a centralized development pattern with a regional boundary to delineate the future Suburban Service Area and the Rural Service Area. The plan also advocates the establishment of water supply protection zones surrounding public water supply reservoirs.

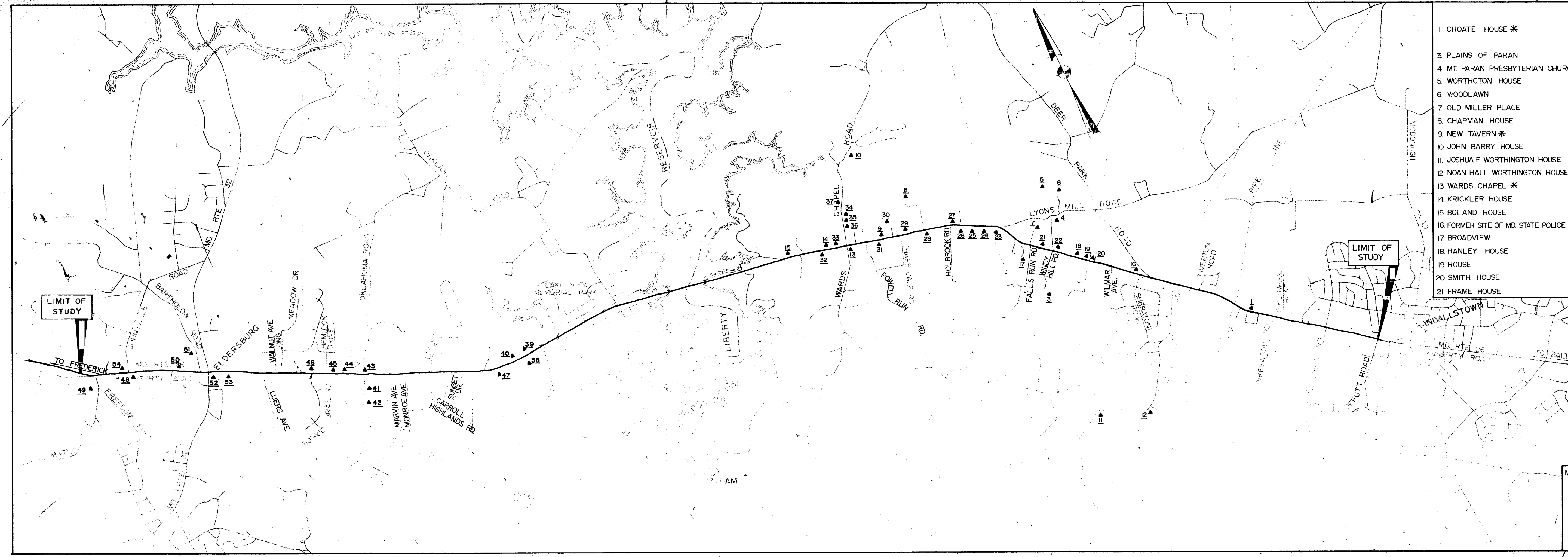
According to the General Development Plan, proposed land use within the study area east of Deer Park Road is designated primarily for low density residential development with commercial development abutting Maryland Route 26. The area stretching approximately from Deer Park Road to Liberty Reservoir has a rural/agricultural designation. In accordance with its recommendations for water supply protection zones, land adjacent to Liberty Reservoir is designated as open space (see Figure 19).

Baltimore County's Master Plan designates the Maryland Route 26 corridor from Deer Park Road to I-695 a "fringe development area". This is an area which is presently sewerred or planned to be sewerred in ten years, is not completely developed, and is not included within the boundaries of any New Development Area or Town or Community Center. As county growth policy precludes other open land farther west from being developed, these areas will become attractive sites for new development.

Carroll County has designated the Sykesville-Eldersburg-Maryland Route 26 area as a county growth center on its most recent Comprehensive Plan (1977) for the Freedom District which comprises the Sykesville-Eldersburg-Maryland Route 26 area.

The Proposed Land Use Map in the mini-plan shows General Business and Neighborhood Business uses clustered along both sides of Maryland Route 26 from Panorama Drive near Liberty Reservoir to Maryland Route 32 near the western edge of the study area. A major industrial area is designated at the north-east corner of Maryland Route 26 and Maryland Route 32, encompassing the location of the Londontowne (London Fog clothing) factory.

West of Maryland Route 32 to the project boundary at Freedom Road the primary proposed uses abutting Maryland Route 26 are medium density and suburban residential. These same residential densities are indicated for land between Maryland Route 32 and Panorama Drive interspersed with and immediately behind the commercial/industrial uses. These residential densities are shown for considerable depth (roughly 1.5 miles) along both sides of the right-of-way. Beyond them low density residential and private conservation uses dominate. East of Panorama Drive to the Liberty Reservoir low density residential



40

**KEY**

1. CHOATE HOUSE *	22. FRAME HOUSE
3. PLAINS OF PARAN	23. DORN HOUSE
4. MT. PARAN PRESBYTERIAN CHURCH	24. CONREY HOUSE *
5. WORTHGTON HOUSE	25. HOLBROOK HOUSE
6. WOODLAWN	26. BOLTE HOUSE
7. OLD MILLER PLACE	27. HOLY FAMILY CATHOLIC CHURCH *
8. CHAPMAN HOUSE	28. CHREST HOUSE
9. NEW TAVERN *	29. HOUSE
10. JOHN BARRY HOUSE	30. MEKKO ORCHIDS
11. JOSHUA F WORTHINGTON HOUSE	31. HOUSE
12. NOAN HALL WORTHINGTON HOUSE	32. MURPHEY HOUSE
13. WARDS CHAPEL *	33. H.H. HARKER HOUSE
14. KRICKLER HOUSE	34. GRIES HOUSE
15. BOLAND HOUSE	35. AUSTIN SMITH HOUSE
16. FORMER SITE OF MD. STATE POLICE BARRACKS *	36. HOUSE
17. BROADVIEW	37. BRADY HOUSE
18. HANLEY HOUSE	38. LEE FARM *
19. HOUSE	39. WARD AND BARBER HOUSE
20. SMITH HOUSE	40. THE PINES
21. FRAME HOUSE	41. BARN
	42. ABANDONED FARM
	43. HOUSE
	44. HOUSE
	45. HOUSE
	46. FARM
	47. HAMILTON INSURANCE CO.
	48. WESLEY-FREEDOM UNITED METHODIST CHURCH AND CEMETARY
	49. DOUBLE HOUSE
	50. PARISH FARM
	51. KEMP HOUSE
	52. FRAME HOUSE
	53. SYKESVILLE BUILDING ASSOC.
	54. WESLEY CHAPEL *

\* ON OR ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

MARYLAND STATE HIGHWAY ADMINISTRATION  
 Maryland Route 26  
 Eldersburg to Randallstown

**HISTORIC SITES**

SCALE: 1" = 2000'      FIGURE 25



**IV**  
**ENVIRONMENTAL**  
**CONSEQUENCES**

8A

#### IV. ENVIRONMENTAL CONSEQUENCES

##### A. Natural Environment

The Selected Alternate would have minimal impact on the natural environment since it only involves widening of existing Maryland Route 26 along relatively developed 1.78 mile portion in Baltimore County and 1.31 mile portion in Carroll County.

##### 1. Vegetation and Wildlife

The clearing of land for existing commercial and residential development and subsequent changes in vegetation and land use have altered wildlife habitats and substantially reduced wildlife populations throughout much of the roadway corridor. Only those species dependent on or tolerant of human activities such as rabbits, squirrels, chipmunks, mourning doves, and reptiles and amphibians such as snakes and frogs are likely to inhabit the developed areas along the roadway corridor. There are no rare or endangered plant or animal species in the project corridor.

Since a major portion of the roadway corridor has already been impacted by suburbanization, and relatively small wildlife populations inhabit the corridor, only a very small number of wildlife would be affected by the proposed project. Approximately 5.6 and 6.6 acres of right-of-way would be required for Segments I and IV, respectively.

##### 2. Surface Drainage Areas, Floodplains, Wetlands, and Groundwater

Effects on the water quality of streams in the area (Brice Run, Scott's Level Branch and Piney Run) would also be minimal. Final design for the proposed improvements will include

83

plans for grading, erosion and sediment control and stormwater management, in accordance with state and federal laws and regulations. Measures to minimize or eliminate erosion and sedimentation during road construction and later use include provisions for drainage, retaining walls, cribbing, vegetation restoration, rip rap, sedimentation basins, filter fabric fences, and other protective devices. Retention/detention basins can also be used for sediment control and stormwater management. These also retain particulate deposited materials. They will require review and approval by the Maryland State Water Resources Administration (WRA) and Office of Environmental Programs (OEP).

A sediment and erosion control program was adopted by the State Highway Administration in 1970. It incorporates the standards and specifications of the Soil Conservation Service and specifies procedures and controls to be used on highway construction projects. These procedures and controls will be stringently applied to limit the generation and transport of silt. This plan includes the following:

- Staging of construction activities to stabilize ditches permanently at the top of cuts and at the foot of fill slopes prior to excavation and formation of embankments.
- Seeding, sodding, or otherwise stabilizing slopes as soon as practicable to minimize the area exposed at any time.
- Timed placement of sediment traps, temporary slope drains, and other control measures.

Numerous variables affect the quantity of pollutants which are washed into streams; however, impacts will be reduced by controlling the application of maintenance and de-icing materials, periodic pavement sweeping, litter control, stormwater detention ponds, and other methods of slowing the flow of stormwater runoff, as discussed above.

With the application of available erosion control technology, no significant impact to surface water quality is anticipated.

No impacts to Liberty Reservoir are expected, and no stream crossings or modifications will be necessary. No floodplain or wetlands impacts will occur.

No impacts to groundwater supply in the area will occur as a result of the project.

3. Soils and Prime Farmland

No prime, unique, statewide or locally important farmland as defined by the Farmland Protection Policy Act, will be required for this project.

B. Social Environment

The selected action will have a minimal effect on the social environment. Because all construction will take place along the existing roadway there will be no change in the cohesion or integrity of any of the communities in the area. No neighborhoods or ethnic groups will be split or isolated.

Although some temporary inconvenience may occur during construction, there will be a significant improvement in access to facilities and services along the Liberty Road corridor. Highway and traffic safety will improve also. Because of these

improvements in convenience and safety, local homeowners can expect positive changes in property values if any occur as a result of this project.

The acquisition of strip right-of-way would result in some loss of available parking for businesses in the study area. However, parking would still be available at each business, utilizing the remaining frontage and any side areas. Though the widening would result in the reconstruction of residential driveway entrances, access to these houses would be maintained. This widening also would move the roadway closer to residences and result in the loss of front yards and the roadway would be closer to these houses, but there would be no effect on outdoor residential activities which generally occur in back and side yards. This loss also would reduce the safety buffer between houses and the road, especially those close to the existing roadway.

No concentrations of elderly or handicapped individuals or minority group members would be adversely affected.

Relocation of one residence will be necessary and relocation of one business may be necessary in the Baltimore County portion of the project. A last resort housing payment is anticipated for the residence.

The Carroll County portion of the project will require the displacement of one owner-occupied residence and one business (a dog grooming facility).

No elderly or handicapped individuals or minority group members would be displaced. Reference to the Greater Baltimore Multiple Listing Service indicates sufficient affordable residential housing is available. Suitable replacement business sites are also available.

Relocation will be accomplished in a timely, humane manner in accordance with the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970.

It is the policy of the Maryland State Highway Administration to insure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, religion, national origin, physical or mental handicap in all State Highway program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway decisions, highway construction, the acquisition of right of way or the provision of relocation advisory assistance. This policy has been incorporated into all levels of the highway planning process in order that proper consideration be given to the social, economic, and environmental effects of all highway projects. Alleged discrimination actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

C. Economic and Land Use Impacts

The selected action should have positive effects on the local economy and local land use. It will reduce congestion in the project area, improving accessibility to local businesses. This could result in improved retail sales, as well as reduced shipping time and costs.

Travel time should be reduced both for those who work in the project area and for those who commute to work outside of the area.

The selected action in Baltimore County is consistent with the Baltimore County Master Plan (1979-1990) and the Regional Planning Council's General Development Plan (1982). Both plans recommend that any new growth in the Maryland Route 26 corridor occur east of Deer Park Road. The area west of Deer Park Road is recommended for minimal growth and continued rural/agricultural zoning.

89

The proposed improvements to Maryland Route 26 are necessary to handle existing and future development east of Deer Park Road. Not making these improvements would aggravate existing traffic congestion and could encourage development in the western portion of the project. Construction of the selected alternate will help ensure that new development occurs only where the county has designated.

The selected action should not result in any increased pressure for development in Baltimore County since no additional lanes or traffic capacity on Maryland Route 26 is planned.

5.56 acres of land from 118 unimproved properties will be required for right of way along the existing road in Baltimore County.

Zoning of these properties includes residential, business, light manufacturing and office park.

The selected action in Carroll County is consistent with the Comprehensive "Mini" Plan for the Freedom Area and Environs (Adopted 1977). Increased traffic capacity in the Freedom area is an important element of the County's goal of directing growth into that part of the county. By concentrating growth and the associated public services such as water and sewer lines in certain areas, the county will be better able to preserve the rural areas elsewhere in the county.

In Carroll County 6.61 acres of right-of-way will be required. Zoning of these properties includes residential, business and industrial.

D. Historic and Archeological Resources

1. Historic Sites

Two historic sites, the Choate House, and Wesley Chapel are within or adjacent to the build portion of the study area. Both sites were determined eligible for the National Register. A third site, the former Maryland State Police Barracks was also determined to be eligible for the National Register, but has been demolished.

No property will be required from the Choate House due to the development and selection of an avoidance alternate eliminating the need for a 4(f) Evaluation on this property (see Figure 5).

The boundary of the Choate House Historic Site was established as the existing edge of road within existing SHA right-of-way limits. The original alignment would have required acquisition of frontage across the property (approximately 320 feet in length) varying from 40 feet at the east property line to 25 feet at the west property line. The proposed right-of-way would have come within 15 feet of the house and would have eliminated nine (9) trees.

The avoidance alignment at this site would establish the proposed right-of-way at the boundary line of the historic site; therefore, eliminating the impact to the Choate House historic site. To accomplish this, the avoidance alignment was shifted further south creating impacts across the highway from Choate House as follows:



- 89
- a. Requires additional R/W acquisition from five (5) properties on the south side of Maryland Route 26 varying in depth up to 30 additional feet.
  - b. Two story stucco house left of Station 49+00+ - R/W line moves from 65 feet from the house to 40 feet from the house and requires removal of four (4) additional trees.
  - c. Two story brick shingle house left of station 51+50+. R/W line moves from ten (10) feet of the house to the corner of the house. This study assumes relocation will result, subject to detailed design studies and right-of-way negotiations.
  - d. Requires additional right-of-way acquisition from the parking lot serving a commercial operation left of station 53+. This may have serious impacts on the continued operation of the business.

Because Deer Park Road will not be relocated, and the proposed five-lane roadway would tie into the existing roadway just west of Deer Park Road, no property is required from the site of the former Police Barracks which was historically significant due to its architecture. Thus, this site is no longer eligible for the National Register because the building was razed and a convenience store constructed on the site. This eliminates the need for a Section 4(f) evaluation on this property.

No property will be required from Wesley Chapel due to a slight shift in the alignment of the selected alternate, eliminating the need for a 4(f) evaluation on this property (see Figure 17).

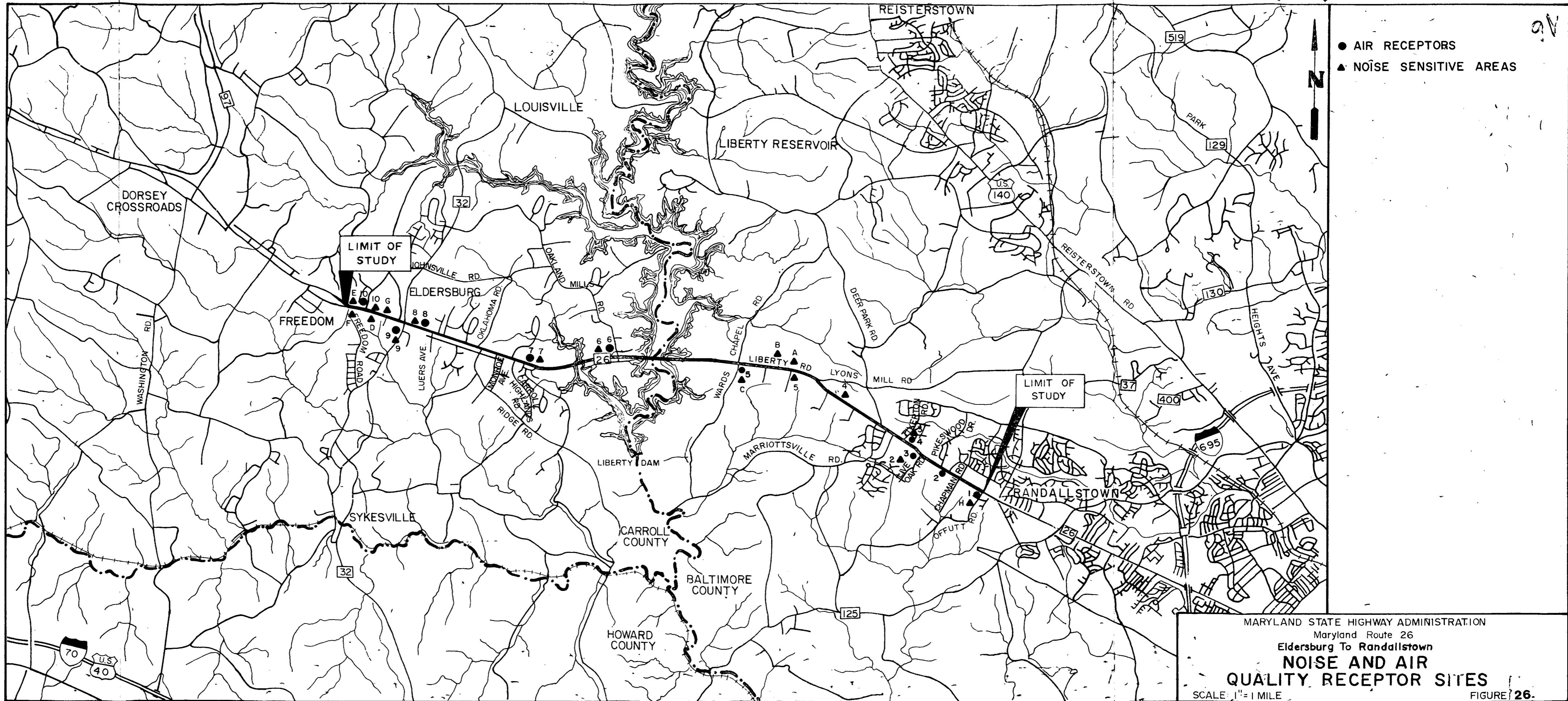
The boundary of the Wesley Chapel M.E. Church (also known as Wesley Methodist Church) was established as the existing R/W line along Maryland Route 26. The original alignment

included multiple typical sections, the least of which was a closed section of dual 38 foot pavements with a 16 foot median. This alternate would have required acquisition of approximately 15 feet of additional R/W plus construction of a five (5) foot high retaining wall across the frontage of the property a distance of 265 feet. In addition, the Wesley Freedom United Methodist Church across Maryland Route 26 would have been impacted by the loss of 35 foot depth of frontage across the property plus the construction of a 9 foot high by 300 foot long retaining wall. The wall would have been located approximately 40 feet from the front of the church and would have eliminated the front parking lot.

When the project was reconsidered a sixty-five foot (65) foot street section was selected which allowed for a horizontal realignment between the churches which eliminated the impact to the historic Wesley Chapel M.E. Church and lessened the impact to the Wesley Freedom United Methodist Church across the highway as follows:

- a. A retaining wall will still be required, however, it is now located approximately fifty feet from the front of the Church and is only 5 feet high by 200 feet long.
- b. Impacts to all surrounding properties were reduced with the revised typical section and alignment.

The State Historic Preservation Officer has stated that the proposed project will have no effect on the Police Barracks (See Correspondence dated August 26, 1983), have no



98

adverse effect on Wesley Chapel (See Correspondence dated June 21, 1985), and no adverse effect on Choate House (See Correspondence dated October 9, 1985). The Advisory Council on Historic Preservation concurred in the no adverse effect determinations for the Wesley Chapel and Choate House on November 5, 1985 (See Correspondence Section).

2. Archeological Resources

It is the opinion of the archeologists who conducted the site investigations that neither prehistoric site is eligible for the National Register of Historic Places and therefore further research is not recommended. The State Historic Preservation Officer and the State Archeologist have concurred with this opinion (See Correspondence Section).

E. Air Quality Analysis

1. Analysis Objectives, Methodology, and Results

The objective of the air quality analysis is to compare the carbon monoxide (CO) concentrations estimated to result from the traffic configurations and volumes of each alternate with the State and National Ambient Air Quality Standards (S/NAAQS). The NAAQS and SAAQS are identical for CO: 35 PPM (parts per million) for the maximum 1 hour period, and 9 PPM for the maximum consecutive 8 hour period.

A microscale CO pollution diffusion analysis was conducted using the Environmental Protection Agency's (EPA) HIWAY line source dispersions model. This microscale analysis consisted of projections of 1 hour and 8 hour CO concentrations at

93

sensitive receptor sites under worst case meteorological conditions for the No-Build and Selected Alternates for the design year (2005) and the estimated year of completion (1985).

a. Analysis Inputs

A summary of analysis inputs is given below. More detailed information concerning these inputs is contained in the Maryland Route 26 Final Air Quality Analysis which is available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Background CO

Background CO concentrations were computed by the rollback method based on data collected at a monitoring station approximately 9 miles northeast of the project area. The following background concentrations were used:

	CO, PPM	
	one-hour	eight-hour
1985	2.1	1.4
2005	1.9	1.2

Traffic Data, Emission Factors, & Speeds

The appropriate traffic data was utilized as supplied by the Bureau of Highway Statistics (June, 1985) of the Maryland State Highway Administration.

The composite emission factors used in the analysis were derived from the Environmental Protection Agency (EPA) Compilation of Air Pollutant Emission Factors: Highway Mobile Sources, and the Modification to MOBILE which were used by EPA to Respond to Congressional Inquires on the Clean Air Act, and were calculated using the EPA MOBILE 2.5 computer program. An ambient air temperature of 20° F was assumed in calculating

the emission factors for both the 1 hour and 8 hour analysis in order to approximate worst case results for each analysis case. Credit for a vehicle inspection maintenance (I/M) emission control program beginning in 1984 was included in the emission factors calculations.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link considered, the applicable speed limit, and external influences on speed through the link from immediately adjacent links. Average operating speeds ranged from 30 mph to 50 mph depending upon the roadways and alternate under consideration.

Meteorological Data

Worst-case meteorological conditions of a 1 meter/second wind speed and stability class F were assumed for both the 1 hour and 8 hour calculations. In addition, as stated above, a worst-case temperature of 20° F was assumed.

The wind directions utilized as part of the analysis were rotated to maximize CO concentrations at each receptor were selected through a systematic scan of CO concentrations associated with different wind angles.

b. Sensitive Receptors

Site selection of sensitive receptors were made on the basis of proximity to the roadway, type of adjacent land use, and changes in traffic patterns on the roadway network. Ten (10) receptor sites were chosen for this analysis consisting of eight (8) residences and two (2) churches. The receptor site locations were verified during study area visits by the analysis team. The general receptor site locations are shown on Figure 26 and are described below:

<u>Site No.</u>	<u>Description/Location</u>
1	Commercial studio, Offutt Road/MD 26 intersection
2	Beth Israel Synagogue, near Pikeswood Drive/MD 26 intersection
3	Residence, 1 story frame, near Live Oak Road/MD 26 intersection
4	Residence, 1 story brick, near Tiverton Road/MD 26 intersection
5	Wards Chapel Methodist Church, Wards Chapel Road/MD 26 intersection
6	Residence, single family, located directly east of Lake View Memorial Park on MD 26
7	Residence, single family, located on MD 26 east of Locust Lane
8	Residence, single family, located on north side of MD 26 and west of Walnut Avenue
9	Residence, single family, located on south side of MD 26 and west of MD 32
10	Residence, single family, located on north

c. Results of Microscale Analysis

The results of the calculations of CO concentrations at each of the sensitive receptor sites for the No-Build and Selected Alternate are shown on Table 7. The values shown consist of predicted CO concentrations attributable to traffic on various roadway links plus projected background levels. A comparison of the values in Table 7 with the S/NAAQS shows that no violations will occur for the No-Build or with the Selected Alternate in 1985 or 2005 for the 1 hour or 8 hour concentrations of CO.

The Selected Alternate and No-Build concentrations for receptors 5-8 are identical since the No-Build Alternate is the Selected Alternate at these receptor locations.

TABLE 7

## CO CONCENTRATIONS\* AT EACH RECEPTOR SITE, PPM

Receptors	NO BUILD				SELECTED ALTERNATE			
	1985		2005		1985		2005	
	1 Hr.	8 Hr.	1 Hr.	8 Hr.	1 Hr.	8 Hr.	1 Hr.	8 Hr.
1	9.3	6.1	7.4	5.0	7.5	4.9	6.6	4.3
2	7.3	4.8	6.3	4.1	6.0	3.8	5.5	3.7
3	13.0	8.5	11.1	7.4	10.3	6.7	9.5	6.4
4	11.1	7.3	9.5	6.4	8.8	5.7	8.4	5.5
5	5.5	3.7	4.7	3.1	5.5	3.7	4.7	3.1
6	4.7	3.1	4.1	2.7	4.7	3.1	4.1	2.7
7	4.9	3.2	4.2	2.8	4.9	3.2	4.2	2.8
8	4.5	2.8	3.6	2.3	4.5	2.8	3.6	2.3
9	4.7	3.0	4.0	2.5	4.1	2.7	3.6	2.3
10	4.8	3.2	3.7	2.5	3.9	2.4	3.2	1.9

\* Including Background Concentrations

The S/NAAQS for CO: 1 Hr. Maximum = 35 PPM  
8 Hr. Maximum = 9 PPM



The projected CO concentrations vary between alternates depending on receptor locations as a function of the roadway locations and traffic patterns associated with each alternate. Except for receptors 5-8, the No-Build Alternate results in greater CO concentrations than the Selected Alternate for every receptor, year, and analysis condition. The maximum 1 hour concentration associated with the Selected Alternate is 29% of the 1 hour S/NAAQS while the maximum 8 hour concentration is 74% of the 8 hour S/NAAQS.

In conclusion, the Selected Alternate will not result in any violations of the 1 hour or 8 hour S/NAAQS.

2. Construction Impacts

The construction phase of the proposed project has the potential of impacting the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this possibility by establishing Specifications for Materials, Highways, Bridges, and Incidental Structures which specifies procedures to be followed by contractors involved in state work.

The Maryland Bureau of Air Quality Control was consulted to determine the adequacy of the Specifications in terms of satisfying the requirements of the Regulations Governing the Control of Air Pollution in the State of Maryland. The Maryland Bureau of Air Quality Control found that the specifications are consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures will be taken to minimize the impact on the air quality of the area.

3. Conformity with Regional Air Quality Planning

The project is in an air quality non-attainment area which has transportation control measures in the State Implementation Plan (SIP). This project conforms with the SIP since it originates from a conforming transportation improvement program.

4. Agency Coordination

Copies of the Draft Maryland Route 26 Air Quality Analysis have been circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review and comment.

F. Noise Analysis

1. Existing Noise Conditions

Eighteen (18) noise sensitive areas (NSA) have been identified in the Maryland Route 26 study area. Description of the noise sensitive areas are provided in Table 9. The location of the NSA's are shown in Figure 26. A copy of the technical analysis report is available at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Highway traffic noise is usually measured on the "A" weighted decibel scale "dBA", which is the scale that has a frequency range closest to that of the human ear. In order to give a sense of perspective, a quiet rural night would register about 25 dBA, a quiet suburban night would register about 60 dBA, and a very noisy urban daytime about 80 dBA. Under typical field conditions, noise level changes of a 2-3 dBA can barely be detected, with a 5 dBA change readily noticeable. A 10 dBA increase is judged by most people as a doubling of sound

99

TABLE 8

NOISE ABATEMENT CRITERIA AND LAND USE RELATIONSHIPS  
SPECIFIED IN FHPM 7-7-3

<u>ACTIVITY CATEGORY</u>	<u>Leq (h)</u>	<u>L10 (h)</u>	<u>DESCRIPTION OF ACTIVITY CATEGORY</u>
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

150

loudness. (This information is presented in the "Fundamentals and Abatement of Highway Traffic Noise" by Bolt, Beranek & Newman, Inc. for FHWA, 1980).

The Federal Highway Administration has established, through Federal-Aid Highway Program Manual (FHPM) 7-7-3, noise abatement criteria for various land uses. (See Table 8)

TABLE 9

<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
1	B	One (1), two-story, single family frame residence located south of MD 26 just west of Offutt Road with access to MD 26.
2	B	Kings Park Estates. One (1), one-story, single family brick/frame residence west of Live Oak Road off south side of MD 26.
3	B	One (1), one-story, single family frame residence located along north side of MD 26 in the vicinity of Tiverton Road.
4	B	One (1), one-story, single family frame residence located on north side of MD 26 with access to same. This is an historic site.

101

<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
5	B	One (1), two-story, single family frame residence located south of MD 26 in the vicinity of Holbrook Road.
6	B	One (1), one-story, single family frame residence located north of MD 26 with access to same.
7	B	One (1), one-story, single family frame residence located on north side of MD 26 with access to same.
8	B	One (1), one-story, single family frame residence located on north side of MD 26 in the vicinity of Walnut Avenue.
9	B	One (1), two-story, single family frame residence located on south side of MD 26 west of MD 32.
10	B	One (1), one-story, single family brick/frame residence located on north side of MD 26 on Johnsville Road with access to same.
A	B	Holy Family Church--Stone Church with adjacent cemetery, not-air conditioned, located along north side of MD 26, east of Holbrook Road with access to MD 26. The church is historic. No exterior use areas exist.
B	B	Liberty Lake Baptist Church--One story frame building, not air conditioned, located on north side of MD 26, west of Holbrook Road with access to MD 26. No exterior use areas are associated with the site.

<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
C	B	Wards Chapel Methodist Church and one (1) single family residence. Church is historic stone building and is not air-conditioned. Both church and residence are located just east of Wards Chapel Road on south side of MD 26 with access to MD 26.
D	B	Wesley Freedom United Methodist Church--not air-conditioned, located on south side of MD 26 with access to MD 26. The church is a historic site. Cemetary adjacent. No other outside use areas.
E	B	Wesley Methodist Church--not air-conditioned, located on north side of MD 26 surrounded by cemetary with access drive to MD 26. No exterior use areas were noted.
F	B	St. Joseph's Catholic Church--Air-conditioned with attached concrete block church hall, located on south side of MD 26 just east of Freedom Road with access to MD 26 adjacent to the church is a baseball field.
G	B	Eldersburg Baptist Church--Air-conditioned building located on north side of MD 26 with access to same. No exterior use areas were noted.
H	B	Randallstown Convalescent Home--Air conditioned, brick building located approximately 300 feet south of MD 26 with access to MD 26. No exterior use areas were noted where traffic noise impacts could be realized.

The levels are expressed in terms of a Leq noise level or equivalent level on a hourly basis. The Leq noise level is the energy averaged level for a given period of time.

All ambient and predicted levels in this report are Leq exterior levels unless otherwise noted.

Measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise level as recorded represents a generalized view of present noise levels. Variations with time of total traffic volume, truck traffic volumes, speed, etc., may cause fluctuations in ambient noise levels of several decibels. However, for the purpose of impact assessment, these fluctuations are not sufficient to significantly affect the assessment.

It was determined that for most of the noise sensitive area, the most typical noise conditions occur during non-rush hour period (9:00 a.m. - 4:00 p.m.). During this time, the highest levels are experienced for the greatest length of time.

The results of the ambient measurements are included in Table 10 along with the predicted noise levels; also see figure 26 for NSA receptor locations.

2. Noise Levels and Noise Impacts

The method used to predict the future noise levels from the proposed Maryland Route 26 project was developed by the Federal Highway Administration of the U.S. Department of Transportation. The FHWA Highway Traffic Noise Prediction Model (FHWA Model) incorporates data pertaining to normal traffic volume increases over time, utilizes an experimentally and statistically determined reference sound level for three (3) classes of vehicles (auto, medium duty trucks, and heavy duty

TABLE 10

104

PROJECT NOISE LEVELS				
MARYLAND ROUTE 26				
NSA	DESCRIPTION	AMBIENT L <sub>EQ</sub>	DESIGN YEAR   2005   L <sub>EQ</sub>	
			NO-BUILD	BUILD
1	Residential	69	72	72
2	Residential	70	72	72
3	Residential	70	73	73
4	Residential	70	69	N/A
5	Residential	70	70	N/A
6	Residential	69	65	N/A
7	Residential	65	73	N/A
8	Residential	65	73	N/A
9	Residential	66	66	75
10	Residential	66	65	73
A	Holy Family Church	69	70	N/A
B	Liberty Lake Baptist	68	69	N/A
C	Wards Chapel Methodist	69	69	N/A
D	Wesley Freedom	66	66	72
E	Wesley Methodist	65	67	71
F	St. Joseph's Catholic	64	66	72
G	Eldersburg Baptist	58	59	66
H	Randallstown Convalescent	59	64	64



trucks) and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include: 1) traffic flow corrections, taking into account the number of vehicles, average vehicle speed, and specifies a time period of consideration; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway, including roadway width and number of traffic lanes; and 3) adjustment for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

The prediction calculations were performed utilizing a computer program adaptation of the FHWA MODEL, STAMINA 2.0/Optima.

The determination of environmental noise impacts is based on the relationship between the predicted noise levels, the established noise abatement criteria, and the ambient noise levels in the project area. The applicable standard is the Federal Highway Administration's noise abatement criteria/activity relationship (See Table 8) published in FHPM 7.7.3.

When design year Leq noise levels are projected to exceed the abatement criteria (Table 8) or increases ambient conditions by more than 10 dBA, noise abatement measures (in general, noise barriers) are considered to minimize impacts. Consideration is based on the size of the impacted area (number of structures, spacial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, and economic feasibility.

Economic assessment is based on the following assumptions. An effective barrier should, in general, extend in both directions to four (4) times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of \$23 per square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by Maryland State Highway Administration and includes the costs of panels, footings, drainage, landscaping, and overhead. In addition, the upset limit for determining cost-effectiveness is \$40,000 per residence. This is an average cost figure based on current and projected barrier costs by the Maryland State Highway Administration.

No-Build Alternate

Eighteen (18) noise sensitive areas are associated with this alternate. The Leq noise levels would increase 0-8 dBA over ambient levels. NSA's 4, 6 and 10 will have projected 2005 noise levels lower than the existing ambient levels. This is primarily due to the fluctuations in traffic volume and vehicle mix (truck volume) that occurred during the monitoring period. The Selected Alternate for the section of proposed Maryland Route 26 associated with NSA's 4-8 and A-C is the No-Build Alternate. Ten (10) of the noise sensitive areas will exceed the noise abatement criteria of 67 dBA, although none of these NSA's will have projected increases over ambient levels by 10 dBA or more.

Build Alternate

A total of ten (10) noise sensitive areas (1-3, 9, 10, and D-H) are associated with this Alternate. The Leq noise levels

would increase 2-9 dBA over present levels. Eight (8) of these NSA'S will exceed the noise abatement criteria of 67 dBA, although none will have projected increases over ambient levels by 10 dBA or more.

Noise abatement was considered for all ten (10) of these noise sensitive areas. Consideration involved the weighing of potential benefits (i.e., achievable noise reduction) against practicality and feasibility of noise barrier construction along the project route. At these NSA's local access from private drives and commercial sites, cross streets, and sidewalks would require gaps and segmentation of a barrier system. These gaps would limit the potential noise reductions from a barrier to approximately 1-2 dBA which would not be noticeable or significant noise reduction. Also, traffic on the existing cross streets would contribute 1-2 dBA to the noise level at some of the NSA's, thus further degrading the noise reduction potential. Therefore, noise barriers are not recommended for this alternate.

Additional study was made of seven churches and a convalescent home because the hours of occupancy at these facilities (churches) do not correspond to the hours (or days) during which "worst case" noise conditions occur. On weekends (Saturdays and Sundays) when churches are in use, truck traffic would generally be reduced somewhat over weekday periods. Resultant noise levels would generally be reduced by 3-5 dBA over the levels shown in Table IV. Therefore, based on these conditions, the following LEQ Noise Levels could be expected during the critical use periods of the given noise sensitive area:

	<u>NSA</u>	<u>LEQ*</u>
A.	Holy Family Church	67 dBA
B.	Liberty Lake Baptist Church	65 dBA
C.	Wards Chapel Methodist Church	66 dBA
D.	Wesley Freedom United Methodist Church	68 dBA
E.	Wesley Methodist Church - also known as Wesley Chapel (formerly Full Gospel)	67 dBA
F.	St. Joseph's Catholic Church	69 dBA
G.	Eldersburg Baptist Church	63 dBA

\*Note: This value is an estimate only, subject to + 1 dBA variation.

Further study of the above noise sensitive areas was made to determine interior noise impacts from the proposed improvement of MD 26. Of the sites noted, the structures which are air-conditioned (St. Joseph's Catholic Church and Eldersburg Baptist Church) will not exceed the interior noise abatement criteria. NSA's A, B, and C are applicable only to the No-Build, therefore, mitigation of interior noise levels is not warranted. Noise sensitive areas D and E will experience interior noise levels in excess of the abatement criteria when windows in the structures are open. Based on this preliminary analysis of interior noise levels at the two churches, noise mitigation will be studied. Detailed analyses will be conducted during the design phase. The decision to mitigate noise impacts at the churches will be based on feasibility, cost effectiveness and alignment modifications to reduce noise levels. Coordination will be maintained with the affected property owners.

109

Some partial mitigation through the use of landscaping and plantings may be feasible for these sites and will be studied in further detail during the design phase of the project.

### 3. Construction Impacts

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably employ the following pieces of equipment which would likely be sources of construction noise:

- Bulldozers and Earth Movers
- Graders
- Front End Loaders
- Dump and Other Diesel Trucks
- Compressors

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise intrusion from construction activities probably would not occur during critical sleep or outdoor recreating periods.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor or ineffective muffling system, etc.

### 4. Coordination with Local Officials

Effective and compatible land use planning and development should consider potential adverse impacts from highway generated noise to aid in the coordination process. A copy of the finalized report will be sent to the following agencies:

Baltimore County Planning Board  
301 Jefferson Building  
Towson, Maryland 21204

Carroll County Planning and Zoning Commission  
County Office Building  
Westminster, Maryland 21157

110

In addition, a copy of "The Audible Landscape: A Manual for Highway Noise and Land Use" has previously been sent to the aforementioned agencies.

111

G. Relationships Between Short-Term Effects and Long-Term Productivity and Enhancement

The Selected Alternate would allow traffic to move efficiently through the study area. The proposed improvements should ease traffic congestion and allow increased speeds, reducing the amount of air pollutants contributed per vehicle. Highway safety would also be improved.

Long term effects include increased noise levels.

Short term effects include the dust and noise associated with highway construction.

H. Irreversible and Irretrievable Commitments of Resources

The principle irreversible and, for all practical purposes, irretrievable commitment of resources would be the land allocated for the highway right-of-way, which can be considered as permanently committed to a transportation corridor. In addition, materials and suitable fill material for construction would irretrievably committed.

**V**  
**LIST OF**  
**PREPARERS**



V. LIST OF PREPARERS

This Final Environmental Impact Statement was prepared by the Maryland State Highway Administration, Bureau of Project Planning, with assistance from Hurst-Roche Engineers, Inc. and Messer Associates, Inc. The following personnel were instrumental in the preparation of this document:

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Bureau of Project Planning

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**VI  
DISTRIBUTION  
LIST**

VI. DISTRIBUTION LIST

FEDERAL AGENCIES

Environmental Protection Agency\*  
Environmental Impact Statement Coordinator  
Sixth and Walnut Streets  
Curtis Building - ATTN: 3 IR 62  
Philadelphia, PA 19106

Mr. Bruce Blanchard\*  
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Environmental Project Review  
U.S. Department of the Interior  
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Washington, D. C. 20242

Mr. Larry Levine\*  
Environmental Officer  
Department of Housing and  
Urban Development  
Curtis Building  
Sixth and Walnut Streets  
Philadelphia, PA 19106

Division of NEPA Affairs  
Department of Energy  
Room 4G 064  
1000 Independence Avenue  
Washington, D. C. 20576

Office of the Secretary\*  
Department of Agriculture  
Washington, D. C. 20250

LOCAL GOVERNMENTAL AGENCIES

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Towson, Maryland 21204

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Baltimore, Maryland 21202

\*These agencies submitted comments on the Draft Environmental Impact Statement

116

LOCAL GOVERNMENTAL AGENCIES (cont'd.)

Maryland State Law Library  
Upper Level - Courts of Appeal Building  
361 Rowe Boulevard  
Annapolis, Maryland 21401

MARYLAND DEPARTMENT OF TRANSPORTATION

Director  
Division of Public Affairs  
Maryland Department of Transportation

Mr. Clyde E. Pyers  
Office of Transportation Planning  
Maryland Department of Transportation

Mr. John Haifley  
Office of Legal Council  
Office of the Secretary  
Maryland Department of Transportation

Mr. Larry Saben  
Washington Regional Office  
8720 Georgia Avenue  
Suite 904  
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STATE CLEARINGHOUSE

Local Governments\*  
Department of Agriculture\*  
Department of State Planning\*  
Department of Natural Resources\*  
Department of Budget and Fiscal Planning\*  
Department of General Services\*  
Department of Economic and Community Development\*  
Department of Education\*  
Department of Health and Mental Hygiene\*  
Interagency Committee for School Construction\*  
Maryland Environmental Trust  
Maryland Geological Survey\*  
Department of Public Safety and Correctional Services\*  
Maryland Historical Trust\*

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\*These agencies submitted comments on the Draft Environmental Impact Statement.

*Green  
Paper*

**VII  
COMMENTS AND  
COORDINATION**

VII.COMMENTS AND COORDINATION

Two combined Location/Design Public Hearings were held on this project on January 25, 1982 in Baltimore County (at Hernwood Elementary School) and on January 28, 1982 in Carroll County (at Freedom District Elementary School). Representatives of the State Highway Administration's Bureau of Project Planning described the study process, the alternatives under consideration, and environmental considerations. Those attending the public hearing were given a brochure entitled "Combined Location/Design Public Hearing - Maryland Route 26" which summarized features of the alternates. The Draft Environmental Impact Statement and a public information display were available for review before and during the hearing.

Official transcripts were prepared for the public hearing. The hearing record contains the remarks of ten speakers at the Baltimore County hearing. These included one representative of an elected official, and representatives of seven civic associations. The Carroll County hearing had three speakers, including representatives from one civic association.

In addition to public hearing testimony, 34 written comments were received by the State Highway Administration.

Substantive comments and suggestions received in statements and letters relevant to the Baltimore County project are summarized briefly below.

The state legislators of the districts which include the project study area expressed support (see letter of January 26, 1983 in Correspondence Section) of the selected alternate including the decision not to relocate Deer Park Road. The Hernwood Heights Improvement Association strongly opposes the proposed relocation of the Deer Park Road/Liberty Road intersection to a point opposite Sheraton Road. The Association believes that the relocation would adversely affect the community with increased noise, traffic and decreased safety. The Kings Park Homeowners Association supports a center turn lane and improvement of the Live Oak Road/Liberty Road intersection.

A. Public Hearing Comments

1. Ruth Masdor, representing Delegate Paula Hollinger  
-opposes Deer Park Road relocation

RESPONSE: Deer Park Road relocation has been dropped from the project.

2. J. E. Armstrong, League of American Wheelman and Baltimore Bicycling Club  
-favors Alternate 3-A

-Concern about parked cars in curb lane in Section IV

RESPONSE: Alternate 3-A was estimated to cost \$7.9 million in 1981 versus a cost of \$6.9 million for Alternate 1-A. The additional costs are considered to outweigh the benefits of a bike lane or shoulder. The curb lanes will be shared-use lanes.

Parking will be prohibited in the curb lanes.

3. Jeffrey Marks, Maryland Association of Bicycle Organizations (includes five bicycle groups).

-supports center turn lane and either bikeway or wide curb lanes

-supports the no-build alternate around the reservoir

RESPONSE: Same as previous response concerning bike lane. A Center turn lane is included in the Selected Alternate. No construction will take place near the reservoir.

4. Morton J. Kaplow, Kings Park Homeowners Association

-supports center turn lane and improvements at the Live Oak Road/Maryland Route 26 Intersection

-opposes Deer Park Road Relocation

RESPONSE: The Selected Alternate includes a center turn lane east of Deer Park Road, right turn lanes at intersections including Live Oak Road and no relocation of Deer Park Road.

5. Dr. Steuart Miller, Greater Randallstown Community Council

-concern that widening the road will attract more development

-supports more emphasis on mass transit

-concern that social impact section is inadequate, should have had survey of residents.

RESPONSE: The Selected Alternate does not include widening the existing road. The center left turn lane will increase the flow of traffic by removing turning vehicles from the through lanes. The Selected Alternate is consistent with the growth plans for both Baltimore and Carroll Counties. The use of



Mass Transit would not significantly reduce the traffic volumes on Maryland Route 26. The social impact section of this document adequately describes the potential impacts and satisfies state and federal requirements. All residents of the area had adequate opportunity to participate in the planning process through the various hearings and meetings held on the project.

- 6. Mordecai Bennett, Greater Randallstown Community Council and the Pikeswood Civic Association
  - need survey of travelers to determine frequency and destination of trips
  - more attention should be paid to planning Park 'n' Ride Lots, ridesharing, etc.
  - increased speed will cause more accidents and use more fuel.
  - the center turning lane is a "suicide" lane (see response #5)

RESPONSE: Studies of level of traffic service at intersections and along the project corridor are sufficient to determine the need for traffic improvement. Speed limit will not increase after construction, but congestion will decrease resulting in fewer accidents.

- 7. David Tonnesen, homeowner
  - opposes bikelane
  - favors survey of residents (see response #5)
  - opposes center turn lane and curb (see responses #2 and #5)

-favors keeping shoulders (see response #2)

RESPONSE: Selected Alternate does not include bike lane.

8. John Hefner

-concerned that center turn lane will make it harder to back out of driveways because there will be less shoulder

-suggests taking right of way from cemetery rather than homes near Tiverton Road

-suggest survey of residents (see response #5).

RESPONSE: During the design phase of this project, mitigation measures will be investigated to improve the ability of homeowners to back out of driveways. This will include taking more right of way from the cemetery.

9. Lorye Neubauer, Hernwood Heights

-opposes relocation of Deer Park Road

RESPONSE: Deer Park Road will not be relocated.

10. Irvin Pepmeier

-suggests building a new road in an area which has less dense population (than Liberty Road area) as it crosses Liberty Reservoir.

-opposes Deer Park Road relocation (see response #9)

-supports no-build alternate with turn lanes at intersections only.

RESPONSE: Impacts of building a new road would greatly outweigh the impacts of the Selected Alternate, and would not serve traffic needs. Left turns are made throughout the developed portion of the project area.

123

B. Agency Comments

124

CITY OF BALTIMORE

WILLIAM DONALD SCHAEFER, Mayor



PLANNING COMMISSION  
DEPARTMENT OF PLANNING

LARRY REICH, Director  
8th Floor, 222 East Saratoga Street, Baltimore, Maryland 21202

17 December 1981

Mr. David Dunlap, Director  
Transportation Planning Division  
Regional Planning Council  
2225 N. Charles Street  
Baltimore, Maryland

*Joe*

Dear David:

- + The attached memorandum from Mr. William Stack of the City's Water Quality Management Office was received too late for incorporation into my earlier comments on the EIS/4-f Statement Draft relating to the widening of Maryland Route 26.

In as much as he raises significant technical issues relating to the completeness and accuracy of the EIS findings, I think it wise to amend our earlier comments to include Mr. Stack's issues.

Would you please see that this is incorporated into the A-95 review process so that these issues can be addressed in the final report?


Sincerely,

Warren T. Anderson  
Assistant Transportation Coordinator

+ Enclosure

cc: Hellmann  
Lynn  
Moser +  
Camponeschi +

Kearney 125

NAME & TITLE	William P. Stack, Pollution Control Analyst III	CITY of	
AGENCY NAME & ADDRESS	Water Quality Management Office 305 Municipal Building	BALTIMORE	
SUBJECT	DRAFT ENVIRONMENTAL STATEMENT FOR MD RT. 26	<b>MEMO</b>	

TO

DATE: December 16, 1981

Ms. Jannette Boyd  
 City Hall  
 Rm. 346

The purpose of this environmental impact evaluation was to assess the feasibility of the widening and reconstruction of about a ten mile stretch of MD Rt. 26 between Freedom Road in Carroll County and Offut Road in Baltimore County. Improvements to Rt. 26 are proposed by the U. S. Department of Transportation, Federal Highway Administration and the Maryland Department of Transportation, State Highway Administration to alleviate traffic congestion, reduce accident rates and remove traffic impediments. The environmental impact statement (EIS) identified potential adverse impacts that the proposed road widening could have on Liberty Reservoir. I discussed this evaluation with Rich Kolish, Principal Chemist, Ashburton Laboratory; Brent Hartley, Watershed Manager; Virginia Kearney, City Planning; Bill Astenwall, State Office of Environmental Planning; and personnel from Baltimore County Planning Office and Carroll County Department of Public Works. The results of my findings are presented below:

- 1) The widening of MD Rt. 26 will encourage growth and development in portions of Baltimore and Carroll County draining to Liberty Reservoir. Carroll County feels that this growth will be an orderly process in accordance with the existing growth and development plan for the Freedom district. Carroll County also feels that this growth would occur regardless of the road widening and that, historically, zoning in Carroll County has not yielded to pressure resulting from capital improvements. Baltimore County zoning has often changed from pressure induced by capital improvements and Planning personnel feel that this project would promote haphazard development in the northwest portion of their county.
  
- 2) Large scale growth and development in the Liberty drainage area will have a deleterious effect on the reservoirs water quality as Liberty is the most sensitive of Baltimore's reservoirs to pollutant loadings. Urban non point source pollution loads contribute more algae stimulating phosphorus on a per acre basis than runoff originating from agriculture or forest lands. Additionally, urban runoff contains hazardous substances (e.g. lead, cadmium) that are often greater in concentration than in raw sewage. Contrary to what is presented in the EIS, outside of sediment control, there is no set policy in either jurisdiction that would require non point source pollutant control practices. Conventional stormwater management structures are ineffective in pollutant removal.



Page 2

Ms. Jannette Boyd

Subject: Draft Environmental Statement for MD Rt. 26

December 16, 1981

126

Non point source pollution originating from urbanizing areas would drain in close proximity to the intake structure to the Ashburton laboratory. Pollutants entering the reservoir in this area would not have the benefit of the entire reservoir for dilution. This could cause localized algae problems.

- 3) Immediate impacts to the reservoir include the increase chances of hazardous substance spillage and increase sedimentation and turbidity resulting from construction. Ashburton chemist feel that the former issue is a minor concern, and that most minor spills would be diluted to innocuous levels. The chemist believe that the resultant turbidity from construction could be a serious problem that would interfere with the finished water treatment process. Conventional sediment control measures mentioned in the EIS would be ineffective.

In conclusion, the final EIS should include a historical survey of similar type projects across the country. This would shed more light on the secondary impacts to the water quality and the direct impacts to the finished water filtering process along with ways to mitigate these impacts. In addition to these concerns, the final EIS should address the current financial solvency of the project and the option of performing the road widening without the addition of the two proposed Liberty Reservoir bridges. This latter point should be put in perspective with the recent road widening of the existing reservoir bridges from two to three lanes.

Sincerely,



William P. Stack  
Pollution Control Analyst III

WPS/tad

cc: Virginia Kearney

127

Baltimore City Water Quality Management Office

RESPONSE: The Selected Alternate does not include road widening west of Deet Park Road. The Bridges over Liberty Reservoir will not be widened or reconstructed. No new bridges will be built. This will eliminate both direct impacts to the reservoir and indirect impacts caused by potential growth in the drainage area.

CITY OF BALTIMORE

WILLIAM DONALD SCHAEFER, Mayor



PLANNING COMMISSION  
DEPARTMENT OF PLANNING

LARRY REICH, Director

8th Floor, 222 East Saratoga Street, Baltimore, Maryland 21202

December 11, 1981

Mr. David Dunlap, Director  
Transportation Planning Division  
Regional Planning Council  
2225 N. Charles Street  
Baltimore, MD

Dear Mr. Dunlap:

DRAFT ENVIRONMENTAL STATEMENT/4-f STATEMENT: MD. Route 26

We have reviewed the draft EIS/4-f Statement being circulated by the State Highway Administration which deals with the proposed widening of Liberty Road between Eldersburg and Randallstown.

Our conclusion, after this review, is that few if any of the serious substantive issues raised in previous discussions and correspondence have been addressed in this latest version. To refresh your memory on this, I am enclosing copies of my letter to Mr. Eugene Camponeschi (28 December 1976) commenting upon the draft Interim Alternatives Analysis Report, and a subsequent letter from then Transportation Coordinator David Wagner to Mr. Camponeschi (28 July 1978) commenting upon the final Interim Alternatives Analysis Report.

The City's concern with this project was -- and remains -- the impact which this project will inevitably have in terms of spurring suburban development in a critical area -- the watershed of Liberty Reservoir.

We see no evidence that the State has attempted to seriously consider this concern or to address this very real issue. Instead, the report's authors evade this issue, assert that the proposed construction will have no impact upon either the pace of development or traffic generated therefrom, and even take pride in the fact that a constant level of traffic was used in estimating levels of congestion and accident hazard in both the "build" and "no build" options.

Because of the very serious conflicts which exist -- not only the concerns of the City over the regional water supply, but also the negative impact which this project would have upon the Baltimore County Growth Management Program -- a Regional Clearing House meeting was held in February 1977, and a "compromise" improvement proposed for consideration. The current draft EIS provides no information which would support the contention that this clearinghouse compromise is not a valid, perhaps even preferred, alternative.



129

Mr. David Dunlap

Page 2

December 11, 1981

DRAFT ENVIRONMENTAL STATEMENT/4-f STATEMENT: MD. Route 26

Our recommendation would be that this draft EIS/4-f Statement be withdrawn from circulation until such time as the serious conceptual and technical deficiencies can be corrected.

Sincerely,



Warren T. Anderson  
Assistant Transportation Coordinator

Enclosure

Hellmann  
Wasserman  
Moser  
Camponeschi

130

Baltimore City Department of Planning

RESPONSE: The Selected Alternate is consistent with the Baltimore County Master Plan which calls for a centralized growth pattern east of Deer Park Road.

137



BALTIMORE COUNTY  
OFFICE OF PLANNING AND ZONING  
TOWSON, MARYLAND 21204  
404-3211

NORMAN E. GERBER  
DIRECTOR

December 28, 1981

Mr. William F. Schneider, Jr., Chief  
Bureau of Project Planning  
State Highway Administration  
707 N. Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Schneider:

In reviewing the Draft EIS/4(f) evaluation for MD 26, Eldersberg to Randallstown, we discovered that many of our concerns presented in our comments of December 10, 1979 were still valid. We refer to this earlier correspondence where appropriate.

1) In general, we feel that much of the information presented (population data, traffic data, reference to correspondence) needs to be updated.

2) P. vi As we have stated repeatedly, the MD 26 improvement west of Deer Park Road is inconsistent with the Baltimore County Master Plan. It is our "contention" that this project is also inconsistent with RPC plans.

3) P. viii We take strong exception to the last two "positive urban impacts," particularly the claim that this project will assist in the region's goal to "coalesce growth around the urban core." In our opinion, there is a distinct possibility that this capacity improvement would encourage "leapfrog" rather than "progressive and orderly" development since the reduction in travel time (permitting more efficient travel — positive urban impact #2) could induce prospective home buyers to relocate to Carroll County. This seems to be in conflict with the regional goal of a centralized pattern of growth. This discussion completely ignores the issue that the traffic problems in the urban area (i.e., east of Deer Park Road) need to be addressed first. We have repeatedly stressed the need to resolve congestion in the urban portion of the corridor before improvements are contemplated in the rural area.

4) P. I-10 The traffic forecasts for 1985 and 2005 have not been revised since 1974. These forecasts should be updated to reflect the most current land use plans.

5) P. II-19 There is a park-and-ride facility being planned in the MD 26 corridor by Baltimore County. Funds have been programmed in the County's C.I.P. for implementation of park-and-ride lots.

We would like to have additional information on the SHA effort to locate a park-and-ride lot near the County line. Also, we believe

December 28, 1981

that the lots planned in conjunction with the Northwest Expressway have been deferred or deleted.

6) P. III-16 (Population Characteristics) - We realized that the MD 26 study has been on-going for many years, however, we believe that the population data should be updated from 1977. Baltimore County publishes an annual population report with estimates by census tract, councilmanic district, and regional planning district.

7) P. III-31 As we indicated in our comments of 12/10/79, there are no plans to extend water and sewer west of Deer Park Road.

8) P. III-34 We are extremely dismayed that the section entitled Policy, Planning and Zoning makes no reference to any correspondence dated later than January 1977. Baltimore County submitted comments on this project in correspondence dated 12/16/75, 12/17/76, 8/9/78, and 12/10/79.

Again, we request that copies of all correspondence be included in the appendix. Baltimore County has made this request in every correspondence on this project dating back to 12/17/76. We do not feel that this request is unreasonable.

9) P. IV-42/43 Our concerns expressed in comment #9 in our 12/10/79 letter have not been addressed:

"Midway through the first paragraph in Section 8 (Water Quality Impact), one finds a statement that within 200 feet of the proposed right-of-way there are several streams in addition to Liberty Reservoir that would be susceptible to construction impacts. The identified streams include Falls Run, Brice Run, Mardella Branch, Locust Run, Piney Run, and two smaller streams that intersect the proposed right-of-way near Monroe Avenue, in Carroll County. One and probably more of the above tributaries are considered to be class III 'Natural Trout Waters.' All impacts on such waters resulting from this project need to be carefully examined. A detailed discussion of adverse effects and mitigation methods needs to be included in the environmental impact statement."

10) P. IV-43 The discussion of potential mitigation measures should indicate which specific actions will be employed in conjunction with this project.

11) P. IV-43/44 Comment #11 in our 12/10/79 correspondence:

"Reference is made in the first paragraph to Table 26 in which one finds a tabulation of average fatal turbidity levels for five species of fishes.

December 28, 1981

133

Those five are less than half of the known species composition of the reservoir. Missing from the table are some additional species including small mouth bass, crappie, blue gill, walleye, carp, and rainbow trout. It should also be noted that all of the average fatal turbidity levels in this report refer to adult fish. Since at least part of the construction of this proposed project would occur during the spawning season of many of the above-mentioned species, the effects of sedimentation in and around the vicinity of the structure could significantly increase the mortality rate of young fry. We recommend that additional information on this subject be obtained from the Department of Natural Resources Fishery's Administration, Warm Water and Cold Water Sections, and included in this impact statement."

12) P. IV-45/46 Our concerns expressed in comment #13 of 12/10/79 letter has been only partially addressed. We feel that these concerns, particularly the feasibility of using a permeable surface in conjunction with a catch basin or trough, deserves further consideration:

"In the third paragraph, reference is made to the concern that Baltimore City and Baltimore County have expressed with regard to the proximity of the proposed bridge site to the intake structure in the reservoir. This office submits that the existing bridge location is already at a point which is extremely critical in relation to the proximity of the intake structure in the reservoir. The two are separated by only one-quarter or one-half mile of open water. The proposed construction of new bridges, although parallel to the existing bridges, will be downstream and can only contribute to an already grave situation. Of particular concern is the possibility of a petroleum or hazardous waste spill into the reservoir. The comment in the draft that the probability of such a hazard is relatively low is not sufficient to dismiss such an occurrence. A much more extensive and detailed discussion needs to be written into the draft to describe preventative as well as recovery methods and techniques to minimize potentially serious public health hazards. Particular care must be taken to insure that any bridge design include methods of collecting any hazardous waste spills. One possibility would be the use of a permeable road surface on top of a trough or catch basin which would drain to either end of the bridge and then into a holding basin with some type of treatment component. If a method of intercepting the flows of hazardous substances is not included in the construction of the bridges, a major breakdown in the City's water system could result."

134

December 28, 1981

13) P. IV-45/46 Again, our earlier comment (#14) on highway runoff deserves reiteration:

"At the bottom of Page IV-45, there is a discussion of pollutants that are normally associated with highway runoff. It is stated that the entry of relatively small quantities of those pollutants into area surface waters should have only a minor impact on water quality. Some studies indicate that normal runoff is many times more polluted than raw sewage. The effects of this type of pollutant should not be minimized. Missing from the discussion is any estimated quantification of the levels of pollutants that would be associated with the operation of the roadway and bridges. There should also be some mention of the fact that compounds such as sodium ferrocyanide and sodium bichromate are commonly added to roadway deicing salts in order to prevent caking or minimize the corrosive effect of the salt on concrete and steel structures. Those compounds have been found to cause serious problems in water supplies in both the states of Connecticut and Michigan."

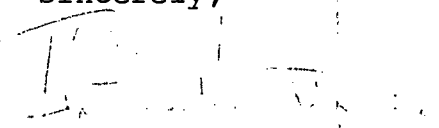
14) IV-62 The information on the Basic Services Maps should be corrected. The Basic Services Maps are revised and adopted annually by the County Council. The information presented in the last paragraph is not current.

15) IV-65 We agree that the proposed widening of MD 26 would probably reduce congestion and travel time and improve safety but only for the section to be upgraded. What happens when this improved flow of traffic encounters the serious congestion problems east of Offutt Road? Again, the central issue is that existing congestion resulting from existing development east of Deer Park Road must be alleviated before accommodating future growth and future transportation problems.

16) IV-68/69 We question how this project would alleviate congestion and safety problems (and improve travel time) without causing an increase in A.D.T.

17) IV-69 The 1974 Baltimore County T.O.P.I.C.S. Report is, as its title indicates, obsolete. The Baltimore County Department of Traffic Engineering continuously monitors and updates the level of service ratings of intersections.

Sincerely,



NORMAN E. GERBER  
Director of Planning  
and Zoning

NEG:GLK:vh

135

Baltimore County Office of Planning and Zoning

RESPONSE: Population and traffic data have been updated.  
The Selected Alternate addresses the remaining concerns since no construction will take place west of Deer Park Road.

136



THOMAS C. ANDREWS  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401  
(301) 269-3846

MEMORANDUM

December 8, 1981

TO: James W. McConaughay  
VIA: Michael Nelson  
FROM: Karen L. Pushkar *KLP*  
SUBJ: State Clearinghouse #82-11-64 - Draft EIS - Maryland  
Route 26 Eldersburg to Randallstown

The Department of Natural Resources has reviewed the above referenced project and has the following comments to offer.

Water Resources Administration

On page vi of the document, it is stated that the proposed construction will require obtaining a waterway construction permit for the construction of the bridge over Liberty Reservoir. This is correct; however, on page 3 of Appendix A, Item B.14, it is stated that no permit is required. The latter is incorrect. A permit will be required for construction of the bridge within the 100-year floodplain. Changes should also be made on pages 2 and 3, Items A.1 and B.15 of Appendix A to reflect the correct permit to be obtained.

Tidewater Administration

Based on their review, the project is not inconsistent with the Coastal Zone Management Program. Regarding the alternatives under consideration, preferable alternatives within each section are those listed on page IV-3 which require the least acreage from the water supply protection zone of Liberty Reservoir, thus minimizing the impacts on vegetation and wildlife.

KLP



137

Department of Natural Resources

- RESPONSE:
1. No construction will take place in 100-year floodplain with Selected Alternate.
  2. No acreage will be required from the protection zone.

138



United States  
Department of  
Agriculture

Forest  
Service

Northeastern Area  
State & Private  
Forestry

370 Reed Road  
Broomall, PA 19008

Reply to: 1950

Date: January 4, 1982

*January  
Helwig  
ESE*

Mr. William F. Schneider, Jr., Chief  
Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Dear Mr. Schneider:

The following comments are submitted on the Draft Environmental Impact Statement for Maryland Route 26 from Eldersburg to Randallstown.

The importance and sensitivity of the Liberty Reservoir and watershed area are significant factors in the environmental analysis and appear to be adequately recognized throughout this document. Indications are that the water quality of Liberty Reservoir will continue to be threatened, although the sources of pollution may change as land uses shift to those associated with urbanization.

On page IV-53, in the fourth paragraph, a statement should be included to address the situation where the protection zone around Liberty Reservoir is less than 250 feet. The size of the area not meeting this criteria and the need to change the situation either by land acquisition or zoning restrictions would help to provide a complete picture of the potential for controlling sediment pollution.

Another indirect impact of the Maryland Route 26 improvement project that should be looked at is the ability of county personnel to control and respond to the timing of development. The EIS implies that as a result of this project there will be a tendency for an increase in the rate of urbanization. This timing would create an impact on the workload of county personnel to enforce regulations and carry out inspections necessary to insure that mitigation measures are effective. The capability of counties to meet these potential demands should be clearly presented in the document.

We appreciate the opportunity to review this document and hope our comments will prove helpful in the preparation of the final EIS.

KARL A. DAVIDSON  
Staff Director, Program Planning and Development



139

U.S. Department of Agriculture

RESPONSE: The Selected Alternate no longer includes construction near Liberty Reservoir, and is consistent with the County's Master Plan.



United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

140  
RECEIVED

ER 81/2364

*Janita Helwig ESE*

FEB 10 1982 FEB 17 1982

Mr. Emil Elinsky  
Division Administrator  
Federal Highway Administration  
The Rotunda  
711 West 40th Street  
Baltimore, Maryland 21211

RECEIVED

OTP

FEB 11 1982

SECRETARY  
OF TRANSPORTATION

Dear Mr. Elinsky:

This is in response to the request for the Department of the Interior's comments on the draft environmental/Section 4(f) evaluation for Maryland Route 26 (Eldersburg to Randallstown), Baltimore and Carroll Counties, Maryland.

SECTION 4(f) COMMENTS

Recreation Resources

We do not agree with the Federal Highway Administration's (FHWA) determination (p. IV-74) that Section 4(f) does not apply to Liberty Reservoir watershed property. Based on our past discussions with US-DOT and FHWA about 23 CFR 771.135(e), it has always been our understanding that that section does not apply to public lands of restricted size, such as Liberty Reservoir, but that it applies only to large land holdings such as National and State Forests managed under multiple use principles (includes mining and timber cutting). Moreover, the fact that no specifically designated recreational use area within the reservoir property would be impacted by the project is not relevant because Section 4(f) applies to an entire property (DOT ORDER 5610.IC).

All of the Liberty Reservoir watershed lands are used by the public for a variety of recreational activities, including picnicking, fishing, boating, hiking, and other passive recreational pursuits and enjoyment. In addition, Liberty Reservoir is designated a unique natural environmental area within Baltimore County's Resource Conservation Zones. We note that the draft environmental statement acknowledges these uses of the watershed lands (pages III-30, III-31, III-34, and IV-56).

We find that the draft environmental statement lacks documentation of the required determination of significance (DOT ORDER 5610.IC) by the officials having jurisdiction over the park and recreation uses at Liberty Reservoir and its watershed lands. In field-level contacts by us, we were advised that the Liberty Reservoir property is indeed a park and recreational area of both local and regional significance.

Furthermore, the Maryland Comprehensive Outdoor Recreation and Open Space Plan (approved by the Governor in 1979 and submitted to the Secretary of the Interior pursuant to P.L. 88-578, as amended) states that, within the Baltimore Region, there are 3 important reservoir properties which are used for public recreational purposes and which can help to satisfy projected public recreational demands. Liberty Reservoir is cited as one of these important properties.

Accordingly, based on facts of record in the DES, the views of local officials, the State's recognition of the use and importance of the area, and our investigation of it, we hold that the Liberty Reservoir property qualifies as a significant public park and recreation area to which Section 4(f) applies. We strongly urge that FHWA reconsider its determination.

Based on information in the draft statement, we cannot determine at this time whether there are feasible and prudent alternatives to the use of Liberty Reservoir and its watershed lands. It would appear that the 4-2-2 and 4-2-4 Transportation System Management (TSM) Alternates may be feasible and prudent alternatives to such use, especially since we understand that other alternatives may conflict with the goals of the Master Plan for Baltimore County which strive, among other things, to protect and conserve (use wisely) lands of the Liberty Reservoir watershed and to ensure the integrity of the water resources therein.

Further coordination with the Baltimore County Planning and Zoning Department, the Regional Planning Council, and the City of Baltimore is needed to resolve these issues, and to establish whether there are feasible and prudent alternatives to the use of Section 4(f) lands. The coordination activities should be fully documented in the final statement.

The draft statement does not address any planned measures to minimize harm to the Reservoir lands. Should you be able to support a finding, after further coordination with appropriate officials, that Reservoir lands must be used, we recommend extreme care in the design of a highway facility that would protect and enhance the recreational, aesthetic, and water quality values of the Reservoir and its watershed lands. Such measures might include use of a New Jersey median barrier and increased slide slopes to reduce encroachment, compatible architectural design of bridge structures, adequate recreational access beneath bridges, appropriate landscaping to serve as a visual barrier, special highway drainage facilities (see our comments below), noise barriers, and such other amenities as may be desired by the officials with jurisdiction over the lands in question. All planned measures should be described in the final statement (DOT ORDER 5610.1C).

#### Cultural Resources

For the reasons given above, we also do not concur at this time that there are no feasible and prudent alternatives to the use of the seven historic properties impacted by sections III and IV of the proposed project. Again, should you be able to support, after the further coordination indicated above, that these sites must be used, we strongly recommend selection of the avoidance alternatives (i.e., minor alignment shifts) you mentioned in the draft statement. In addition, measures to minimize harm should include, at a minimum, adequate landscaping and tree replacement, and adequate recordation to acceptable professional standards for any properties that are removed.

142

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

We agree that minor impacts to wildlife will result from implementation of this project. However, displaced species do not usually find unoccupied habitats nearby but rather are lost over time or killed quickly due to being displaced by construction activities. The statement reflecting this, on page xx and repeated elsewhere, should be revised.

The concerns of local agencies apparently have been neglected in the presentation of the material on water quality. A basic concern is that highway-induced land use changes and development in the Liberty Reservoir drainage area may have a serious and deleterious effect on the hydrologic regimen (quantity and quality) of the basin. The Liberty Reservoir is of critical importance to the region, and, as noted, the concerns of the agencies that administer it should be fully addressed in the final statement.

The statement indicates a need for protecting Liberty Reservoir from siltation and pollution. However, no indication is given of the necessary extraordinary measures that will be utilized in the design of highway drainage facilities to minimize the long-term impact of highway and adjacent property runoff. The information presented in the water quality section warrants implementation of the most advanced storm water management practices. As the information indicates, even under present conditions, the non-point runoff is adversely impacting Liberty Reservoir. The proposed highway, as well as future developments, will greatly exacerbate impacts and will probably reduce the usefulness of the reservoir as a water supply source. For these reasons, if the project were implemented, it is likely that only a closed highway drainage system may be necessary to prevent water from the right-of-way with highway generated pollution from reaching Liberty Reservoir. The final statement should provide further details on the drainage facility design and storm water management and control practices to be utilized within the highway right-of-way.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The statement indicates the need for a Corps of Engineers permit if two bridges are constructed over Liberty Reservoir. Should further coordination with appropriate officials support the need to construct these bridges, the most probable position of the U.S. Fish and Wildlife Service on such a permit application would be one of no objection provided that strict erosion and sediment controls are made part of the application and enforced during construction. The Fish and Wildlife Service would also recommend that the drainage system and storm water management plan be either included as part of the permit application or reviewed prior to permit application by the various review agencies.

SUMMARY COMMENTS

Because of the reasons given above, the Department of the Interior does not concur to Section 4(f) approval. By copy of this letter, we are informing the Assistant Secretary for Policy and International Affairs, U.S. Department of Transportation of this position.

143


Mr. Emil Elinsky

We would be willing to reconsider this position upon receipt of revised documentation that addressed the issues raised throughout our comments. Such revised documentation should include evidence of coordination with, and the current views of, the Baltimore County Planning and Zoning Department, the Carroll County Planning Department, the Regional Planning Council, and the City of Baltimore.

As this Department has a continuing interest in this project, we would be willing to cooperate and provide technical assistance in further project evaluation and assessment. For technical assistance regarding fish and wildlife resources and Section 404 permit matters, please contact the Area Manager, Fish and Wildlife Service, 1825 Virginia Street, Annapolis, Maryland 11401 (phone: FTS 922-4197 or commercial 301-269-6324). For technical assistance regarding park, recreational, and cultural resources, please consult with the Regional Director, Mid-Atlantic Region, National Park Service, 143 South Third Street, Philadelphia, Pennsylvania 19106 (phone: FTS 597-2785 or commercial 218-597-2785).

We appreciate the opportunity to provide these comments.

Sincerely,

  
Bruce Blanchard, Director  
Environmental Project Review

cc: Mr. Lowell Bridwell  
Secretary  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Assistant Secretary for Policy and  
International Affairs  
U.S. Department of Transportation  
Washington, D. C. 20590

1474

United States Department of the Interior

- RESPONSE:
1. The selected Alternate does not include any work in or near Liberty Reservoir.
  2. No historic site will be adversely affected by the Selected Alternate. Mitigation measures have been coordinated with the State Historic Preservation Officer.





145

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
6TH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

NOV 24 1981

✓  
MONTGOMERY  
ALLEGANY  
ES&C

Mr. William F. Schneider, Jr.  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

Re: Maryland Route 26, From Eldersburg to Randallstown, Baltimore and  
Carroll Counties, Maryland (FHW-D40134-MD)

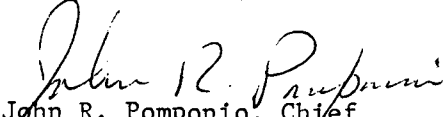
Dear Mr. Schneider:

We have reviewed the draft Environmental Impact Statement for the above proposed project and have classified it as LO-2 in EPA's Reference Category. We have enclosed a copy of the Definition of Codes for the General Nature of EPA Comments to provide a more detailed description of this rating.

We believe that the final EIS should state whether any filling into the Liberty Reservoir will be required for the construction of the bridge approaches. We recommend that every effort be made to reduce encroachment into the reservoir by increasing the length of the bridge, increasing the fill slope, and/or reducing the median width.

We hope that these comments will assist you in meeting your NEPA responsibilities. If you have any questions, or if we can be of further assistance, you may wish to contact Mr. William J. Hoffman at 215-597-2650.

Sincerely yours,

  
John R. Pomponio, Chief  
EIS & Wetlands Review Section

146

U.S. Environmental Protection Agency

RESPONSE: No construction will take place near Liberty  
Reservoir.



**U.S. Department of  
Transportation**  
Office of the Secretary  
of Transportation

*FHWAP/Env 147*

# Memorandum

Subject: Draft Environmental Impact Statement,  
Maryland, FAP No. F-963-1(13)(14),  
FHWA-MD-EIS-81-04-D

Date: DEC 22 1981

From: Martin Convisser, Director  
Office of Environment

Reply to  
Attn of:

To: Ali F. Sevin  
Chief, Environmental Programs Division

We have completed our review of the draft environmental impact statement and offer the following comments.

Alternatives

The final EIS should discuss a partial build alternative to accommodate the conflicting views of Baltimore and Carroll Counties. Construction of the improvements between Offutt Road and Deer Park Road would appear to serve the needs of existing development and proposed new development in Baltimore County, while recognizing that the Baltimore County comprehensive plan does not envision development west of Deer Park Road. The traffic demand west of Deer Park Road does not appear to require construction of the full improvement proposed. | 1

The final EIS should also discuss reducing the planned median width to mitigate or eliminate section 4(f) impacts. | 2

Water Resource Impacts

The proposed project will require some acquisition of right of way from a water supply protection zone. The final EIS should document consultation with EPA and Maryland water quality officials regarding safeguards to protect the water supply. | 3

Noise Impacts

The final EIS should discuss as a noise mitigation alternative the insulation of public use buildings seriously impacted (greater than FHWA design noise levels) by project noise. | 4

Population Statistics

The final EIS should include 1980 census data for the project area. Travel and land use forecasts should be updated as necessary to reflect the 1980 figures. | 5

We appreciate the opportunity to review and comment on this draft statement.

#



It's a law we  
can live with.

148

1. A partial build alternate was selected.

Response: 2. The raised median was eliminated.

3. The protection zone would not be affected.

4. Noise insulation is discussed in Section IV-F.

5. 1980 Census data has been incorporated.

149

C. Correspondence



U.S. Department  
of Transportation  
  
Federal Highway  
Administration

Region 3  
Maryland Division

The Rotunda  
Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211-2187

150

IN REPLY REFER TO:

OCT 30 1985

Wesley Chapel and  
Choate House

Mr. Robert K. Garvey, Jr.  
Executive Director  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue  
Suite 809  
Washington, D.C. 20004

NOV-5 1985  
U.S. DEPARTMENT OF TRANSPORTATION  
ADVISORY COUNCIL ON HISTORIC PRESERVATION  
BY: [Signature]

Dear Mr. Garvey:

In accordance with 36 CFR 800.4, we are requesting the comments of the Advisory Council on the No Adverse Effect determination for the Wesley Chapel and Choate House.

The following information is being provided in accordance with 36 CFR 800.13(a) to document this No Adverse Effect Determination.

- I. Title 23 U.S.C. vests the Federal Highway Administration with the responsibility for carrying out the Federal Aid Highway Program. The Federal Highway Administration is the lead agency for the project.
- II. The proposed Maryland Route 26 project is described in the enclosed portion of the preliminary Final Environmental Impact Statement (Enclosure D). The locations of the historic sites are shown on Figure 25. A Draft Environmental Impact Statement was forwarded to Ms. Schlagel of the Advisory Council on December 3, 1981; however, the project has been considerably downscaled since that time and the roadway shifted in front of both sites to avoid taking property.
- III. The Wesley Chapel is described in Enclosure E. It was added to the Register on March 22, 1984. The Choate House, which is described in Enclosure F, was determined eligible for the Register on January 23, 1980.

- more -

IV. The criteria of adverse effect were examined and determined inapplicable to these sites for the following reasons.

- a. Neither site would be destroyed or altered in any way.
- b. The sites would not be isolated from their surrounding environments, nor would the environments be altered.
- c. No visual, audible, or atmospheric elements that are incompatible with the historic aspects of either site or that would alter their settings would be introduced.
- d. This item is not applicable as the sites would remain in private ownership.
- e. Inapplicable for reasons cited above.

V. This Administration concurs with the Maryland State Historic Preservation Officer's determinations (Enclosures A,B,C) that the project would have no adverse effect on either site.

VI. The total estimated cost of this project is \$11,225,000. The Federal participation would amount to approximately \$8,500,000.

We look forward to your comments which will complete our analysis for the Final Environmental Impact Statement. Should you have additional questions, please contact Mr. Paul Wettlaufer at (FTS) 922-4132.

Sincerely yours,

Emil Elinsky  
Division Administrator

By: Fred J. Hempel  
Assistant Division  
Administrator

Enclosures

152



Maryland Historical Trust

October 9, 1985

Ms. Cynthia D. Simpson  
Acting Chief, Environmental Management  
P. O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Md. Rt. 26  
Contract No. B 254-001, 2-471  
P.D.M.S. No. 033012  
From Eldersburg to Randallstown  
Baltimore and Carroll Counties,  
Maryland

Dear Ms. Simpson:

Thank you for your letter of August 12, 1985, regarding a change in the proposed alignment of Maryland Route 26 near the Choate House. The new alignment will have no adverse effect on that historic property. This determination of no adverse effect assumes that no existing trees within the historic boundary will be removed. SHA's letter of April 21, 1983, stated that some trees would be removed for the alignment proposed at that time.

Sincerely,

George J. Andreve  
Environmental Review  
Administrator

GJA/hec

- cc: Ms. Rita Suffness
- Ms. Eleni Silverman
- Mr. Charles L. Wagandt
- Mr. Joseph M. Coale III
- Mr. Tim Dugan
- Mr. Paul McKean



153



Maryland Historical Trust

June 21, 1985

Ms. Cynthia D. Simpson  
Acting Chief, Environmental Management  
State Highway Administration  
P. O. Box 717, 707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Maryland Route 26  
From west of Freedom Road to  
east of Maryland Route 32  
Carroll County

Dear Mr. Simpson:

Thank you for your letter of June 6, 1985 regarding the above-referenced project.

We believe that the proposed project which will widen the 24-foot roadway to 65 feet, will have no adverse effect on the Wesley Chapel Methodist Episcopal Church (CARR-167).

Sincerely,

George J. Andreve  
Environmental Review  
Administrator

GJA/KEK/hec

cc: Mrs. Edwin Gramkow  
Ms. Joanne Manwaring  
Ms. Rita M. Suffness

134



Maryland Historical Trust

August 26, 1983

Mr. Louis H. Ege, Jr., Chief  
Environmental Management  
Maryland Department of Transportation  
State Highway Administration  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. B 254-001,2,471  
Md. Rt. 26 from Deer Park Road  
to Offutt Rd., Baltimore County

Dear Mr. Ege:

The project listed above as described in your letter of April 21, 1983, to J. Rodney Little will have:

1. no effect on the Maryland State Police Barracks
2. no adverse effect on the Choate House provided that a landscape plan to mitigate adverse effects is reviewed and approved by our office prior to implementation.

FHWA/SHA is required to request the comments of the Advisory Council for this determination of no adverse effect.

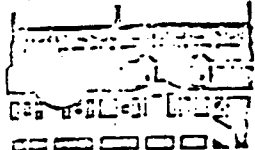
Sincerely,

George J. Andreve  
Environmental Review  
Administrator

GJA/bjs

cc: Ms. Amy Schlagel  
Mr. Charles L. Wagandt  
Mr. W. Boulton Kelly  
*Mr. Janata, Ms. Hite, Ms. Sutfness* VII-33

155



Maryland Historical Trust

Mr. Eugene T. Camponeschi, Chief  
Bureau of Project Planning  
Maryland Department of Transportation  
State Highway Administration  
P.O. Box 717  
300 West Preston Street  
Baltimore, Maryland 21203

January 10, 1980

Re: Intensive Archeological Report  
Maryland 26, in Baltimore County  
B 254-000,001,002-471  
F.A.P. No. 963-1(13) and (14)  
Sites 18 Ba 162 and 18 Ba 164

Dear Mr. Camponeschi:

Wayne Clark has reviewed the above referenced report and his comments follow:

"The phase II test excavations of sites 18 Ba 162 and 18 Ba 164 by William Gardner and his associates are the first systematic test excavations of prehistoric sites in this portion of the Patapsco drainage. The report meets the requirements for phase II investigations by presenting sufficient information to evaluate the method and results of the investigations. The only exception to this statement is the omission of the site plan map for site 18 Ba 162. As six 5 x 5 and two 2 x 2 test pits were excavated, a map showing the location of these test pits and the projected site boundaries should be included. The map should also include the right-of-way, if known, of the proposed highway in relation to the site.

Given the low density of material recovered during phase I investigations, the report would have benefited from incorporation of the phase I artifacts into a more elaborated description of the artifacts recovered from the sites. A photograph of the artifacts recovered would also prove useful to future researchers, particularly since the projectile points are not assigned type names or described in detail in either the phase I or II reports. However, as currently written, the report meets minimum requirements except for the failure to incorporate a site map of 18 Ba 162. Sufficient information is presented to concur with the reports conclusions that the sites are

Mr. Eugene T. Campóneschi  
January 10, 1980

Page 2

not eligible for nomination to the National Register due to the sparsity of remains and the complete excavation of remains associated with site 18 Ba 164."

Having discussed this review with Wayne Clark, I request that a site plan map for site 18 Ba 162 as discussed above be included as part of the final report. I concur with the reports statement that neither site 18 Ba 162 nor 18 Ba 164 contain significant deposits which are eligible for nomination to the National Register. Additional investigations of these sites are therefore not necessary. Thank you for your cooperation in testing the significance of these sites.

Sincerely,



J. Rodney Little  
State Historic Preservation  
Officer

JRL/rst

cc: Amy Schlagel  
Tyler Bastian  
Richard Krolak  
William Gardner

COMMISSION  
M. GORDON WOLMAN  
CHAIRMAN  
S. JAMES CAMPBELL  
RICHARD W. COOPER  
JOHN C. GEYER  
JESSE M. COFFROTH

STATE OF MARYLAND

DIRECTOR  
KENNETH N. WEAVER

DEPUTY DIRECTOR  
EMERY T. CLEAVES

TELEPHONE  
301 338-6771

MARYLAND GEOLOGICAL SURVEY  
THE JOHNS HOPKINS UNIVERSITY  
MERRYMAN HALL  
BALTIMORE, MARYLAND 21218

PROJECT PLANNING

29 November 1979  
Division of Archeology

Mr. Eugene T. Camponeschi  
Chief, Bureau of Project Planning  
State Highway Administration  
P.O. Box 717  
300 West Preston Street  
Baltimore, Maryland 21203

Dear Mr. Camponeschi:

I have reviewed the report entitled "Intensive Archeological Investigations at 18BA164 and 18BA162, Baltimore County, Maryland" submitted by Gardner, Custer, and Haynes.

The methodology applied at each site appears appropriate to determine extent and significance of the sites. The environmental and cultural history sections are accurate. The results of the excavations are adequately presented, although a more detailed discussion of the bowl manufacture area of 18BA164 mentioned on page 6 would be useful; nonetheless, the conclusion that the remainder of the prehistoric quarry has probably been destroyed by historic quarrying appears to be a valid assumption. The map should be revised to correct name (Liberty Lake?) and flow direction of the "stream" indicated in the lower left corner, and the location or distance to present Rt. 26 should be indicated.

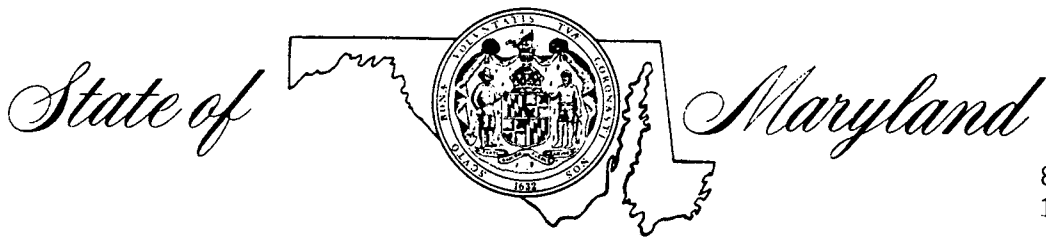
I concur that no further archeological work is warranted at the two sites, neither of which is of National Register status.

Sincerely,

Tyler Bastian  
State Archeologist

TB:DCC:CSR

158



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1.5.0.1

OFFICE OF ENVIRONMENTAL PROGRAMS  
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • ~~383~~X225-5270

TTY FOR DEAF: Balto. Area 383-7555  
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

September 18, 1985

Ms. Cynthia D. Simpson, Acting Chief  
Environmental Management  
Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

RE: Contract No. B 254-000-471  
Maryland Route 26  
Deer Park Road to Offutt Road  
Air Quality Analysis  
P.D.M.S. no. 033012

Dear Ms. Simpson:

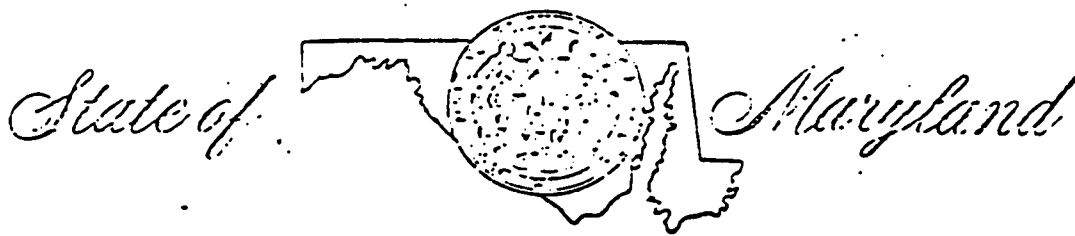
We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

Edward L. Carter, Chief  
Division of Air Quality Planning  
and Data Systems  
Air Management Administration

ELC:cw



DEPARTMENT OF HEALTH AND MENTAL HYGIENE  
ENVIRONMENTAL HEALTH ADMINISTRATION

P.O. BOX 13367

201 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21203  
PHONE • 301-363-3245

CHARLES R. BUCK, JR., ScD  
SECRETARY

Max Eisenberg, Ph.D  
Acting Director

June 25, 1979

Mr. Andy Brooks  
Bureau of Landscape Architecture  
2323 West Joppa Road  
Brooklandville, Maryland 21022

Dear Andy,

RE: Draft Air Quality Analysis,  
Maryland Route 26

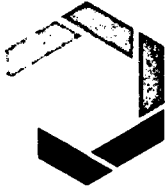
We have reviewed the Air Quality Analysis prepared for the above subject project and have found that it is consistent with the Program's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely yours,

William K. Bonta, Chief  
Division of Program Planning & Analysis  
Air Quality Programs

WKB:fes



**Regional Planning Council**

2225 North Charles Street Baltimore, Maryland 21218 (301) 383-5838  
J. Hugh Nichols, *Chairman* Walter J. Kowalczyk, Jr., *Executive Director*

160

Date: January 22, 1982

<b>DEPT. OF STATE PLANNING RECEIVED</b>	
JAN 26 1982	
REVIEWED	
ANSWERED	

Mr. Bryan Gatch  
State Clearinghouse  
Dept. of State Planning  
301 W. Preston Street  
Baltimore, Maryland 21201

RE: Metropolitan Clearinghouse Review  
and Referral Memorandum, Project:  
Draft EIS -- Md. Rte. 26 Eldersburg  
to Randallstown

State Clearinghouse # 82-11-64

Dear Mr. Gatch:

The attached review and referral memorandum is certification that the above referenced project has undergone review and comment by the Regional Planning Council and a recommended action has been determined based on the Council's findings.

Comments on this project were requested from: Baltimore County and Carroll County.

Comments from the following jurisdictions are included with the Clearinghouse review: Baltimore County and Carroll County.

We appreciate your attention to Metropolitan Clearinghouse procedures. If you have any questions, please contact us at 383-7110.

Sincerely,

Stephanie O'Hara, Coordinator  
Metropolitan Clearinghouse

Attachment



ACTION PLAN REVIEW

A-95 REVIEW

161

SUMMARY OF REGIONAL CLEARINGHOUSE REVIEW  
OF TRANSPORTATION RELATED PROJECT

APPLICANT: State Highway Administration

81-299 Draft EIS -- MD: 2 Route 26

PROJECT NAME AND DESCRIPTION: # Eldersburg to Randallstown

The objective of the project is to determine the feasibility of the widening and reconstruction of approximately 10 miles of existing Maryland Route 26 between Freedom Road in Carroll County and Offutt Road in Baltimore County. Maryland Route 26 is a part of a sub-regional highway system serving the Reisterstown-Randallstown-Freedom area. The roadway serves residential, commercial and community traffic. The improvement would result in the relief of traffic congestion, the reduction of accident rates, and the removal of traffic flow impediments with resultant positive and negative environmental consequences.

1. Staff Comments and Recommendation:

Date: January 5, 1982

Carroll County supports this project because of the need for improvement to MD. 26 to serve current and future development served by Liberty Road. Baltimore County and Baltimore City have raised objections because of the impact of the project on development beyond the desired centralized growth patterns and potential impacts of construction and development on the Liberty Reservoir watershed. The State Highway Administration has recommended the no-built alternative from Deer Park Road to Liberty Reservoir with build alternatives in Carroll County and east of Deer Park Road. Coupling this with the preservation of existing zoning in the watershed, which prevents dense development, the potential problems should be avoidable. However, the DEIS should respond to the concerns raised by Baltimore County, Baltimore City, and Regional Planning Council Staff (recently and in the past) at least to the extent of documenting these concerns in an Appendix.

RECOMMEND FORWARDING COMMENTS TO THE STATE HIGHWAY ADMINISTRATION

2. Plan and Program Committee Comments and Recommendation: Date: January 14, 1982

THE STATE HIGHWAY ADMINISTRATION STATED THAT COMMENTS FROM BALTIMORE CITY AND BALTIMORE COUNTY WOULD BE ADDRESSED IN THE FINAL E.I.S. THE PLAN AND PROGRAM COMMITTEE RECOMMENDED THAT THESE COMMENTS BE FORWARDED TO THE STATE HIGHWAY ADMINISTRATION.

3. Transportation Steering Committee Comments and Recommendation:

Date: January 22, 1982

ACCEPTED PLAN & PROGRAM RECOMMENDATION.

4. Regional Planning Council Disposition:

Date: January 22, 1982

ACCEPTED TRANSPORTATION STEERING COMMITTEE RECOMMENDATION.

REGIONAL PLANNING COUNCIL  
2225 North Charles Street  
Baltimore, Maryland 21218

162  
R P C Meeting January 22, 1982

REVIEW AND REFERRAL MEMORANDUM

Project: 81-299 Draft EIS -- Md. Route 26 Eldersburg to Randallstown.  
The objective of the project is to determine the feasibility of the widening and reconstruction of approximately ten (10) miles of existing Maryland Route 26 between Freedom Road in Carroll County and Offutt Road in Baltimore County. Maryland Route 26 is a part of a sub-regional highway system serving the Reisterstown-Randallstown-Freedom area. The roadway serves residential, commercial and community traffic. The improvement would result in the relief of traffic congestion, the reduction of accident rates, and the removal of traffic flow impediments with resultant positive and negative environmental consequences.

Referral Source: Dept. of State Planning  
Program: 05.111 EIS

COMMENT

Comments of the Transportation Steering Committee Meeting of January 22, 1982 are attached.

Recommendation: THE REGIONAL PLANNING COUNCIL VOTED TO ADOPT THE COMMENTS OF THE TRANSPORTATION STEERING COMMITTEE

I HEREBY CERTIFY that at its 212th meeting, held January 22, 1982, the Regional Planning Council concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

January 22, 1982

DATE

WALTER J. KOWALCZYK, JR.

Walter Kowalczyk  
Executive Director



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
PHILADELPHIA REGIONAL OFFICE  
CURTIS BUILDING, SIXTH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

DEC 30 1981

REGION III

IN REPLY REFER TO:

Mr. William F. Schneider, Jr.  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Room 310  
Baltimore, Maryland 21202

*JAN 27 1982  
H. Lewis  
EJZ*

Dear Mr. Schneider:

We have completed our review of the Draft Environmental Impact Statement for Maryland Route 26 from Eldersburg to Randallstown. Generally speaking we found the document to be a thorough discussion of the significant issues. It was noted, however, that while a detailed assessment of noise impacts was made, the comprehension of this assessment is severely limited by the lack of any map showing the location of the noise sensitive area. We recommend that such a map be included in the Final EIS. We also recommend that the Carrolltowne Planned Development be added to the list of noise sensitive areas studied. Although a good part of the frontage of this development is devoted to the Carrolltowne Mall the area to the east of it is residential.

Thank you for the opportunity to comment. We would appreciate receiving a copy of the Final EIS when it is completed.

Sincerely,

*Thomas J. Gola*  
Thomas J. Gola  
Regional Administrator

VII-42

AREA OFFICES

Baltimore, Maryland - Philadelphia, Pennsylvania - Pittsburgh, Pennsylvania - Richmond, Virginia - Washington, D.C.

164



United States  
Department of  
Agriculture

Soil  
Conservation  
Service

4321 Hartwick Road  
College Park, Maryland  
20740

December 29, 1981

Mr. William F. Schneider, Jr., Chief  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

Dear Mr. Schneider:

Draft Environmental Impact Statement/4(f) Evaluation for Maryland Route 26,  
Eldersburg to Randallstown

Thank you for the opportunity to review the above document. You have  
addressed our concerns adequately.

The only comment we have is on page v-1 in our address, "Soils and Con-  
servation Service" should be corrected to "Soil Conservation Service."

Sincerely,

*G. R. Calhoun* .cing

Gerald R. Calhoun  
State Conservationist



The Soil Conservation Service  
is an agency of the  
Department of Agriculture

165



**UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration**

NATIONAL MARINE FISHERIES SERVICE  
Services Division  
Habitat Protection Branch  
7 Pleasant Street  
Gloucester, Massachusetts 01930

DEC 4 1981

*Inventory  
of  
etc*

Mr. William F. Schneider, Jr.  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Room 310  
Baltimore, Maryland 21202

Dear Mr. Schneider:

The National Marine Fisheries Service has reviewed the Draft Environmental Impact Statement entitled "Maryland Route 26 Eldersburg to Randallstown". We have determined that the project described should not adversely affect living marine resources. Therefore, we have no comments to offer.

Sincerely,

Ruth O. Rehfus  
Branch Chief



166



DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MARYLAND 21203

*Approved for  
release  
8/86*

DEC 1981

REPLY TO ATTENTION OF:  
NABPL-E

Mr. William F. Schneider, Jr.  
Chief  
Bureau of Project Planning  
State Highway Administration  
Room 310  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Schneider:

This office has reviewed the Maryland Route 26 Eldersburg to Randallstown Draft Environmental Impact Statement/4(f) Evaluation. This agency's areas of concern are flood control hazard potentials, Sections 9, 10, and 13 of the River and Harbor Act of 1899, permit requirements under Section 404 of the Clean Water Act, as well as direct and indirect impacts on Corps of Engineers' existing and/or proposed projects. With regard to these responsibilities, the following comments are offered.

The proposed project does not encroach on any 100-year flood plain and, therefore, does not affect our responsibility in the area of controlling flood hazard potentials. The provisions of Sections 9, 10, and 13 of the River and Harbor Act of 1899 are not applicable in this case. Regarding Section 404 of the Clean Water Act, a determination on whether or not a permit is required cannot be made until after the details of the types of activities (i.e., placement of fill material) to occur in the waterways are made available to the Regulatory Functions Branch of the Baltimore District. Any questions regarding the Section 404 permit can be directed to Mr. Lloyd Shearer at (301) 962-4252. The proposed plan will not have any direct or indirect impacts on any Corps of Engineers' existing and/or proposed projects.

The Baltimore District appreciates the chance to comment upon the Draft Environmental Impact Statement. If you have any further questions please contact us.

Sincerely,

*Harold L. Nelson*  
HAROLD L. NELSON  
Chief, Planning Division



U.S. Department  
of Transportation

**Urban Mass  
Transportation  
Administration**

Region III  
Pennsylvania, D.C.,  
Delaware, Maryland,  
West Virginia, Virginia

434 Walnut Street  
Suite 1010  
Philadelphia, PA 19106

November 20, 1981

167  
✓  
Held  
ES

Mr. William F. Schneider, Jr., Chief  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Re: Draft Environmental Impact  
Statement/4(f) Evaluation  
Maryland Route 26

Dear Mr. Schneider:

We have completed our review of the subject document and have no comments at this time. Thank you for allowing us the opportunity to review this important document.

Sincerely,

Sheldon A. Kinbar  
Director, Office of Planning Assistance

168



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

MAILING ADDRESS:  
COMMANDER (oan)  
FIFTH COAST GUARD DISTRICT  
FEDERAL BUILDING  
431 CRAWFORD STREET  
PORTSMOUTH, VA 23705

16591  
November 10, 1981

*SAVED  
MEL  
250*

• Mr. Wm. F. Schneider, Jr.  
Chief, Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Schneider:

This is in response to your letter of November 5, 1981, concerning the improvement to Maryland Route 26 in Carroll and Baltimore Counties.

The North Branch of the Patapsco River is not considered navigable for bridge administrative purposes. A Coast Guard bridge permit is not required for the proposed crossing of the Liberty Reservoir.

The opportunity to respond to the Draft Environmental Impact Statement is appreciated.

Sincerely,

J. D. SUPER  
Captain, U. S. Coast Guard  
Chief, Aids to Navigation Branch  
By direction of the Commander  
Fifth Coast Guard District



It's a law we  
can live with.





169

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

JUN 27 1979

Mr. Charles R. Anderson, Chief  
Bureau of Landscape Architecture  
Maryland State Highway Administration  
2323 West Joppa Road  
Brooklandville, Maryland 21022

Re: Draft Air Quality Analysis: Maryland Route 26

Dear Mr. Anderson:

Thank you for sending us a copy of the air quality analysis for the proposed project referenced above. We have reviewed the analysis and have no objections to the project with respect to air quality impacts. If you have any questions, or if we can be of further assistance, please contact Mr. Eric Johnson of my staff at 215-597-4388.

Sincerely,

*John R. Pomponio*  
John R. Pomponio, Chief  
EIS and Wetlands Review Section (3IR60)

**VIII**  
**APPENDICES**

171

BIBLIOGRAPHY

- Baltimore County Office of Planning and Zoning. Baltimore County Master Plan. Adopted 1977.
- Baltimore County Office of Planning and Zoning. Baltimore County Population Report, 1979.
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172

Attachment for Environmental  
Impact Documents  
Revised: November 29, 1985  
Bureau of Relocation Assistance

"SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE  
STATE HIGHWAY ADMINISTRATION OF MARYLAND"

All State Highway Administration projects must comply with the provisions of the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" (Public Law 91-646) and/or the Annotated Code of Maryland, Real Property, Title 12, Subtitle 2, Sections 12-201 thru 12-212. The Maryland Department of Transportation, State Highway Administration, Bureau of Relocation Assistance, administers the Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and/or incidental expenses, provided that the total of all housing benefits does not exceed the above mentioned limits. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

The moving cost payments to businesses are broken down into several categories, which include actual moving expenses and payments "in lieu of" actual moving expenses. The owner of a displaced business is entitled to receive a payment for actual reasonable moving and related expenses in moving his business, or personal property; actual direct losses of tangible personal property; and actual reasonable expenses for searching for a replacement site.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable expenses are limited to a 50 mile radius. The expenses claimed for actual cost commercial moves must be supported by receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, not to exceed the lowest acceptable bid obtained. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business' own vehicles or equipment, wages paid to persons who physically participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required, and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and the personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement cost minus the net proceeds of sale (or trade-in value) or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item. When personal property is abandoned without an effort by the owner to dispose of the property for sale, unless permitted by the State, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$1,000. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, within the maximum limit.

In lieu of the payments described above, the business may elect to receive a payment equal to the average annual net earnings of the business. Such payment shall not be less than \$2,500 nor more than \$10,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage, the business is not part of a commercial enterprise having at least one other establishment in the same or similar business that is not being acquired, and the business contributes materially to the income of a displaced owner during the two taxable years prior to displacement.

Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business, and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is considered to be one-half of the net earnings, before taxes, during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, his spouse, or his dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, for the tax years in question.

For displaced farms and non-profit organizations, the actual reasonable moving costs generally up to 50 miles, actual direct losses of tangible personal property, and searching costs are paid. The "in lieu of" actual moving cost payments provide that the State may determine that a displaced farm may be paid from a minimum of \$2,500 to a maximum of \$10,000, based upon the net income of the farm, provided that the farm has been discontinued or relocated. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive "in lieu of" actual moving cost payments, in the amount of \$2,500.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms, and non-profit organizations is available in Relocation Brochures that will be distributed at the public hearings for this project and will also be given to displaced persons individually in the future along with required preliminary notice of possible displacement.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

The "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" requires that the State Highway Administration shall not proceed with any phase of any project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided and that all displaced persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means or that such housing is in place and has been made available to the displaced person.