

FINDING OF NO SIGNIFICANT IMPACT

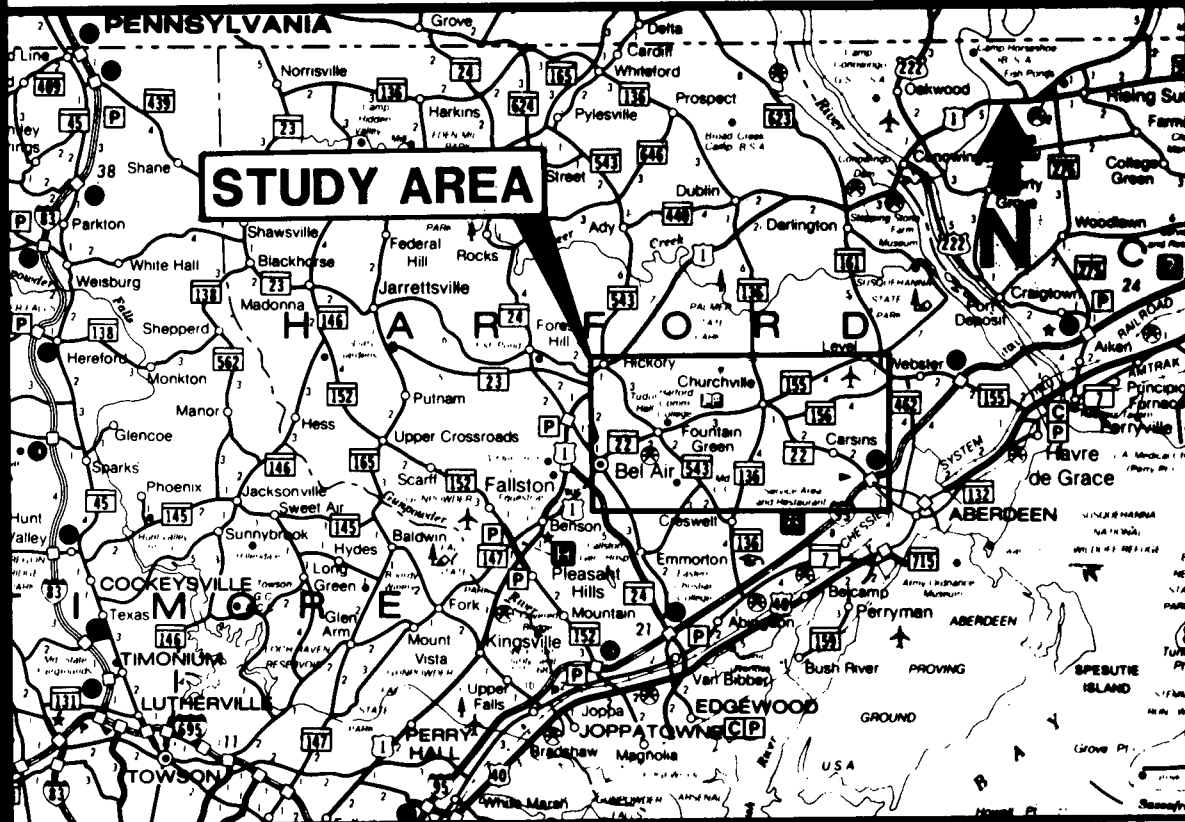
FOR

CONTRACT NO. H656-000-471

MARYLAND ROUTE 22

BEL AIR TO INTERSTATE ROUTE 95

HARFORD COUNTY, MARYLAND



prepared by:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

COOPERATING AGENCY
U.S. ARMY CORPS OF ENGINEERS

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

MARYLAND ROUTE 22, FROM BEL AIR TO EAST OF MARYLAND
ROUTE 543; HARFORD COUNTY, MARYLAND

The FHWA has determined that this proposed project will have no significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached documentation which summarizes the assessment and documents the selection of the Hybrid Alternate, which provides a four-lane divided highway between Shamrock Road and Brierhill Drive and between Moores Mill Road and Hillside Drive, and a five-lane undivided highway between Brierhill Drive and Moores Mill Road and between Hillside Drive and MD Route 543. This section of MD Route 22 has logical termini and independent utility even if no further improvements to MD Route 22 are made in the future. Furthermore, improving this section of MD Route 22 will not foreclose options of reasonable alternatives to improve the section of MD Route 22 east of MD Route 543 to I-95.

The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the need, environmental issues and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

6/16/89

Date

Herman Rodigo

For Division Administrator

TABLE OF CONTENTS

	<u>Page No.</u>
I. RECORD OF DECISION	I-1
II. COMPARISON OF ALTERNATES	II-1
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	III-1
A. BACKGROUND	
1. Project Location	III-1
2. Purpose of the Project	III-1
3. Planning History	III-1
4. Current Perspective	III-3
B. ALTERNATES	
1. Alternates Considered but Dropped	III-6
2. Alternates Presented at the Informational Meeting and Public Hearing	III-6
a. No Build Alternate	III-6
b. Transportation Systems Management (TSM)	III-7
c. Four-Lane Divided Highway Alternate	III-7
d. Five-Lane Undivided Highway Alternate	III-8
e. The Selected Hybrid Alternate	III-8
3. Service and Design Characteristics of the Selected Alternate	III-9
4. Environmental Consequences	III-11
a. Social, Economic and Land Use	III-12
b. Natural Environment	III-14
c. Noise and Air Quality	III-19
C. POSITIONS TAKEN	III-32
1. Elected Officials	III-32
2. Citizens and Community Associations	III-32
3. Agencies	III-32
D. RECOMMENDATION	III-33
IV. PUBLIC HEARING COMMENTS	IV-1

1. The purpose of this meeting was to discuss the proposed changes to the...
 2. The following items were discussed:
 a. The proposed changes to the...
 b. The proposed changes to the...
 c. The proposed changes to the...

I. RECORD OF DECISION

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

5

FOR

MARYLAND ROUTE 22, FROM BEL AIR TO EAST OF MARYLAND
ROUTE 543; HARFORD COUNTY, MARYLAND

The FHWA has determined that this proposed project will have no significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached documentation which summarizes the assessment and documents the selection of the Hybrid Alternate, which provides a four-lane divided highway between Shamrock Road and Brierhill Drive and between Moores Mill Road and Hillside Drive, and a five-lane undivided highway between Brierhill Drive and Moores Mill Road and between Hillside Drive and MD Route 543. This section of MD Route 22 has logical termini and independent utility even if no further improvements to MD Route 22 are made in the future. Furthermore, improving this section of MD Route 22 will not foreclose options of reasonable alternatives to improve the section of MD Route 22 east of MD Route 543 to I-95.

The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the need, environmental issues and impacts of the proposed project, and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

6/16/89
Date

Herman Rodigo
For Division Administrator



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

APR 20 1989

RECEIVED

April 3, 1989

MEMORANDUM

TO: Mr. Hal Kassoff
Administrator

FROM: Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. H 656-000-471
Maryland Route 22
Bel Air to I-95
PDMS No. 123164

RE: ALTERNATE RECOMMENDATION

Neil J. Pedersen

The Project Development Division has completed project planning studies for the widening of MD 22 between Bel Air and I-95.

These studies have concluded that the Hybrid Alternate is the preferred alternate between Bel Air and MD 543. It proposes a four-lane divided roadway between Shamrock Road and Brierhill Drive and between Moores Mill Road and Hillside Drive and a five-lane undivided roadway between Brierhill Drive and Moores Mill Road and between Hillside Drive and MD 543. We also recommend that a decision to widen the remainder of the roadway between MD 543 and I-95, including the construction of a southern bypass of Churchville be deferred indefinitely. Development of a northern bypass of Churchville will be done as a separate project to be funded with all State funds.

The recommended alternate was an element of a longer alternate presented at a Combined Location/Design Public Hearing on April 22, 1987. It has the support of the Harford County Delegation and is consistent with their desire to wait and see what the traffic effects will be on the study area from the opening of the interchange at I-95 and MD 543. It also is consistent with programmed intersection improvements at Prospect Mill Road, Thomas Run Road and MD 136.

My telephone number is (301) x1110

The recommended alternate requires acquiring 1.21 acres of right-of-way. This acquisition is necessary to avoid displacing parklands at Bynum Run Park. In addition, 0.59 acres of grading and utility easements are required. Wetlands displaced total 0.17 acres. The current cost estimate for the recommended alternate is \$13.5 million.

We feel that a team recommendation meeting is not necessary due to your knowledge of the issues. We are requesting your concurrence on the contents of this memorandum and selection of the Hybrid Alternate.

I concur with the team recommendation and hereby select the Hybrid Alternate for the widening of MD 22 between Bel Air and MD 543.

CONCURRENCE:



4/4/89

Hal Kassoff
Administrator

Date

NJP/ih

- cc: Mr. Bob B. Myers
- Mr. Robert D. Douglass
- Ms. Angela Hawkins
- Mr. Jack F. Ross
- Distribution List

- Mr. Thomas Hicks
- Mr. Earle S. Freedman
- Mr. John H. Grauer
- Mr. Robert J. Finck



Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary

Hal Kassoff
Administrator

RECEIVED
APR 20 1989

April 13, 1989

MEMORANDUM

TO: Mr. William Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering *Neil J. Pedersen*

SUBJECT: Contract No. H 656-000-471
Maryland Route 22
Bel Air to I-95
PDMS. No. 123164

THE WILSON... CO.
BY _____

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of April 1989. The decision to proceed with the FONSI recommending a Hybrid Alternate between Bel Air and MD 543 was made by the Administrator on April 4, 1989. The selected alternate consists of a four-lane divided section between Shamrock Road and Brierhill Drive and between Moores Mill Road and Hillside Drive. The remainder of the section between Bel Air and MD 543 consists of a five-lane undivided highway. We are also recommending that the decision on further improvements to the remaining portion of MD 22 be deferred. Location and Design approvals will be requested for this alternate.

This information is being sent to you as part of the procedure by which you submit the action to Mr. Kassoff, receive his approval, and formally record and file this action.

I concur with the above information:

4/14/89
Date

HK

Hal Kassoff
Administrator

- NJP/ih
cc: Mr. John A. Agro, Jr.
Mr. Robert Douglass
Mr. Bob B. Myers
Mr. Earle S. Freedman
Mr. Anthony M. Capizzi
Mr. Robert Olsen
Mr. Louis H. Ege, Jr.

- Mr. Edward A. Terry
Mr. Ronald Moon
Mr. Jack F. Ross
Mr. John D. Bruck
Ms. Cynthia D. Simpson
Mr. Charles G. Walsh
Mr. Randy Aldrich

My telephone number is (301) 333-1110

II.

**COMPARISON OF
ALTERNATES**

TABLE 1

10

II. COMPARISON OF ALTERNATES'

MD 22 From Shamrock Road to MD 543

<u>Analysis Item</u>	<u>No-Build Alternate</u>	<u>Selected Hybrid Alternate</u>
<u>Social, Economic and Land Use Impacts</u>		
1. Residential Displacements	0	0
2. Minorities Relocated	0	0
3. Business Displacements	0	0
4. Total Properties Affected	0	47
5. Historic Sites Affected	0	0
6. Archeological Sites Affected	0	0
7. Public Recreational Lands Affected	0	0
8. Farms Affected	0	0
9. Effect on Residential Access	Not Improved	Improved
10. Consistent with Land Use Plans	No	Yes
<u>Natural Environmental Impacts</u>		
1. Loss of Natural Habitat (Woodland Acres)	0	None
2. Effect on Wildlife Populations	0	Negligible
3. Effect on Threatened or Endangered Species	0	None
4. Stream Crossings	1	1
5. Wetland Acres Affected	0	0.17
6. 100-Year Floodplain Acres Affected	0	0.2
7. Prime Farmlands Soils Affected (Acres)	0	0.75
8. Statewide Important Farmland Soils Affected (Acres)	0	2.20
9. Air Quality Impacts (sites exceeding S/NAAQS)	0	0
10. Noise Sensitive Areas Exceeding Federal Abatement Criteria	0	4
11. Right of Way Required (Acres)	0	3.21*
12. Easement Required (Acres)	0	5.14*
13. Possible Stormwater Management Areas	0	3 (2.13 acres)
<u>Costs (1989 Dollars)</u>		
Engineering	0	850,440
Right-of-Way	0	798,615
Construction	0	<u>12,562,165</u>
Total Cost	0	14,211,220

*This information differs from that provided in Section I, April 3, 1989 Recommendation letter. The correct figures are shown on Table 1.

III.

**SUMMARY OF
ACTIONS AND
RECOMMENDATIONS**

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. Background

1. Project Location

The project for the proposed reconstruction and widening of MD 22 is located in the central portion of Harford County, Maryland and extends from Shamrock Road in Bel Air to east of Maryland Route 543, Fountain Green Road (See Vicinity Map, Figure 1). The project, approximately 1.8 miles in length, is a part of a planning study that was conducted from Bel Air to I-95, near Aberdeen (Figure 2). That total project was addressed in a Draft Environmental Impact Statement and presented at a Combined Location/Design Public Hearing on April 22, 1987.

2. Purpose of the Project

The primary purpose of the proposed improvements to MD 22 is to increase highway safety and to improve the overall flow of traffic by increasing capacity of the highway. The existing MD 22 is basically a rural type of two lane highway with paved shoulders and traffic signals at major intersections. MD 22 east of Bel Air is a Federal Aid Primary Highway with a functional classification of Minor Arterial. The main transportation problem in the study area is the lack of highway capacity to adequately handle the volumes of traffic currently being experienced. During peak periods the highway approaches its capacity with the resultant congestion contributing to accident potential. The type and severity of accidents occurring on this section of highway are indicative of congested traffic flow and a deteriorating level of service. This problem will only worsen in the future with the projected increase in traffic volumes and without major highway improvements.

The Selected Alternate, by providing two lanes in each direction for thru traffic will assure adequate highway capacity thru the design year 2010 for the section of MD 22 between Shamrock Road and MD 543, and will alleviate the congested conditions now occurring during peak periods. The provisions for left turning traffic with the Selected Alternate will contribute to safer highway conditions by not requiring traffic to stop in a travel lane in order to make a left turn.

3. Planning History

a. Program History

Consolidated Transportation Program (CTP) History

MD 22 (Churchville Road), from east of Shamrock Road to east of MD 543, first appeared in the 1973-1977 Highway Improvement Program. It is currently programmed in the 1989-1994 CTP-Secondary Construction Program.

MD 22, from east of Shamrock Road to I-95, first appeared in the 1983-1987 CTP as a study to upgrade existing MD 22. It is currently programmed in the 1989-1994 CTP-Development and Evaluation Program.

Highway Needs Inventory (HNI) History

MD 22, from east of Shamrock Road to east of MD 543, first appeared in the 1968 HNI. It is currently listed in the 1986 HNI.

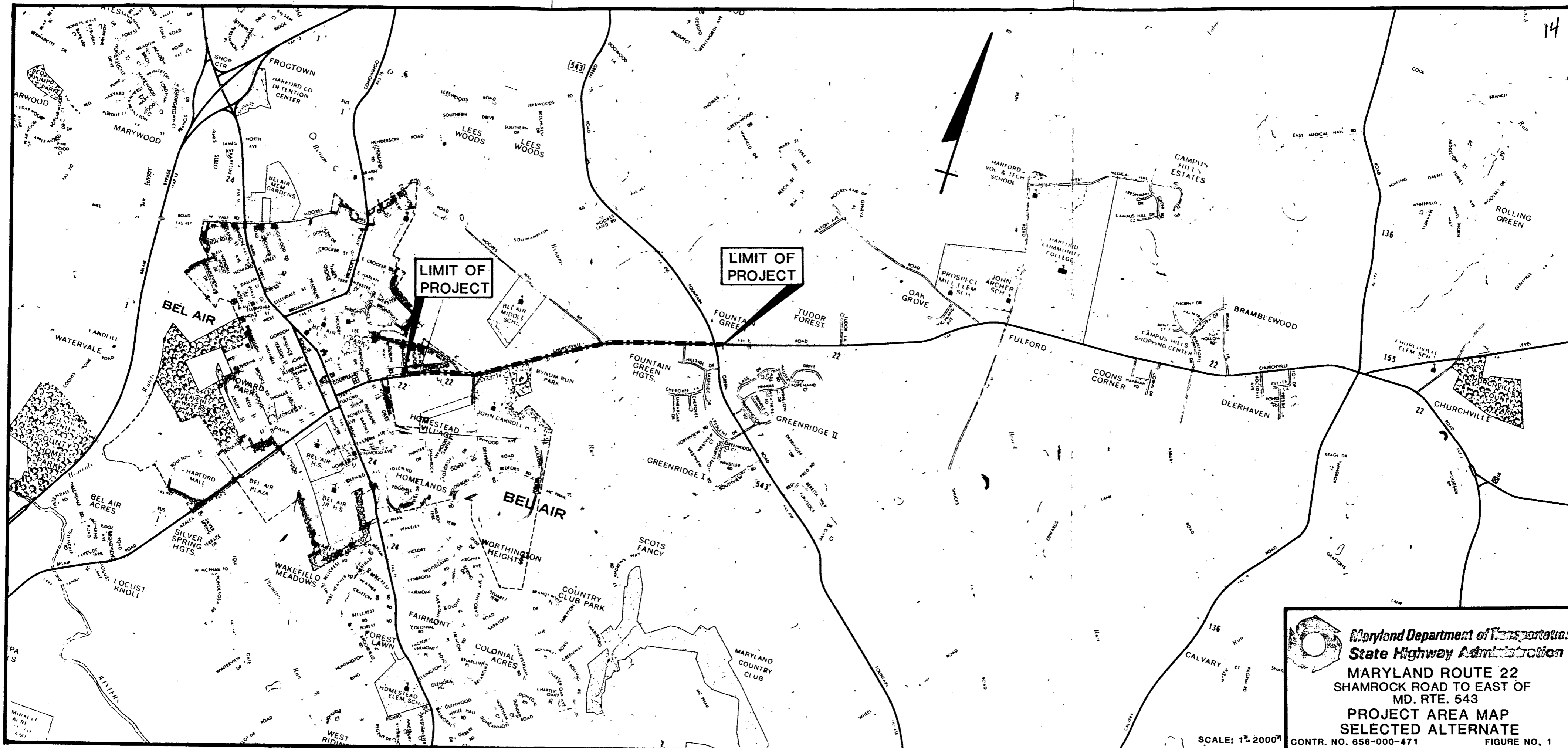
b. Project History

Project Planning studies for the MD 22 Corridor from Bel Air to I-95 have been ongoing since 1975. During the period from 1975 to 1979, the following projects were being studied concurrently:

- (1) MD 22 from Bel Air to Churchville and
- (2) MD 23 Extended from U.S. 1 north of Bel Air to I-95.

The MD 23 Extended project included studies along existing MD 22 from Churchville to I-95.

In 1980 Harford County, after an evaluation of the County's future highway and transit needs and a review of their comprehensive planning, recommended that the MD 23 Extended project be deleted from the 1980 Highway Needs Inventory (Draft) and that further efforts be conducted to study the upgrading of the MD 22 Corridor from Bel Air to Aberdeen. Harford County also requested that a southern bypass for Churchville from Coon's Corner to Bodt's Corner (Corns Drive to Snake Lane) be examined to see if a bypass route would relieve the traffic congestion in Churchville and to compare the impacts of a bypass route with the impacts of improving the existing road.

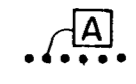


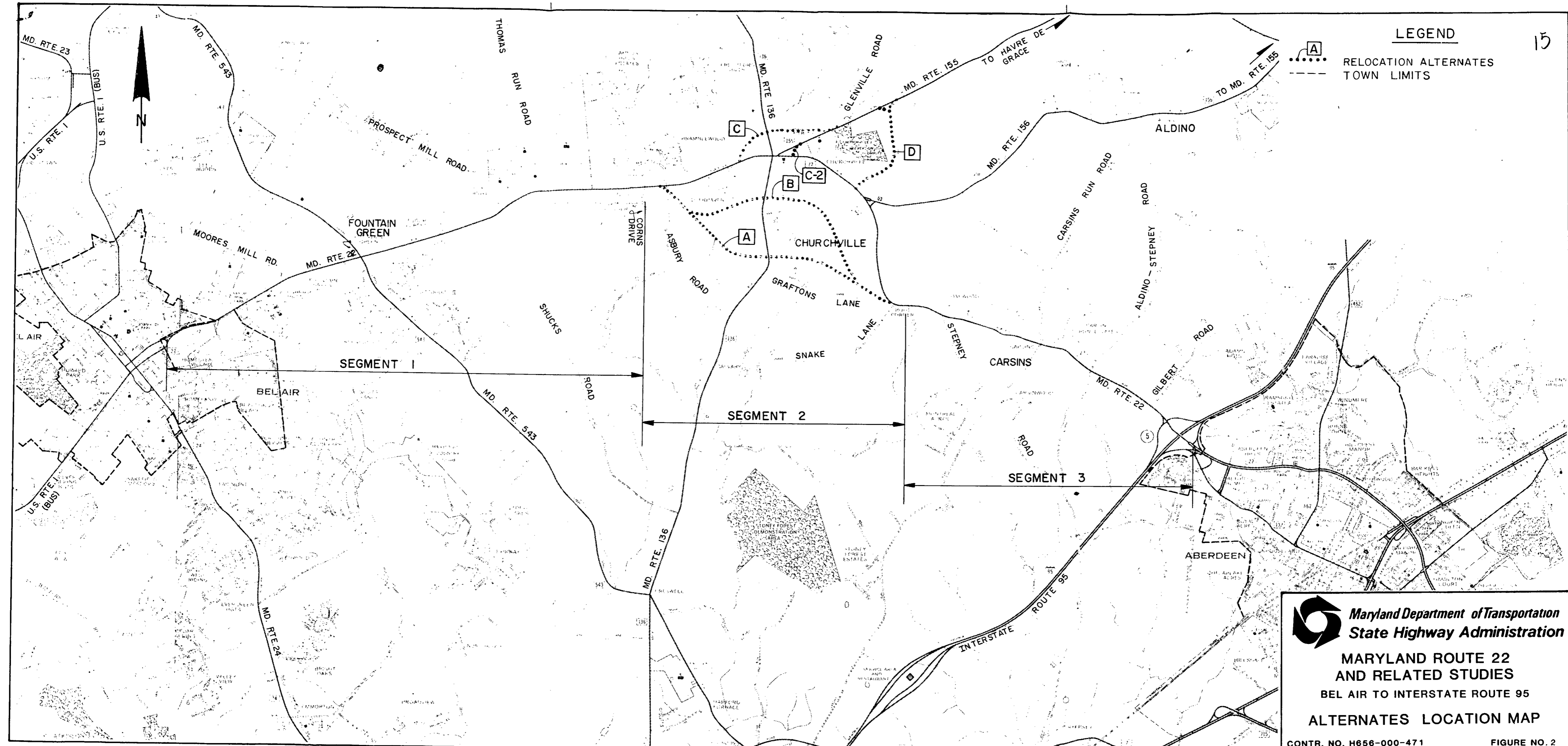
Maryland Department of Transportation
State Highway Administration
 MARYLAND ROUTE 22
 SHAMROCK ROAD TO EAST OF
 MD. RTE. 543
 PROJECT AREA MAP
 SELECTED ALTERNATE

SCALE: 1" = 2000'

CONTR. NO. 656-000-471

FIGURE NO. 1


 RELOCATION ALTERNATES
 TOWN LIMITS




Maryland Department of Transportation
State Highway Administration
 MARYLAND ROUTE 22
 AND RELATED STUDIES
 BEL AIR TO INTERSTATE ROUTE 95
 ALTERNATES LOCATION MAP
 CONTR. NO. H656-000-471 FIGURE NO. 2

In accordance with Harford County's position, the planning studies then concentrated on improving MD 22. An Alternates Public Workshop meeting was held on November 4, 1981, followed by a Combined Location/Design Public Hearing on April 22, 1987. A Draft Environmental Impact statement addressing the total MD 22 project was completed and made available for public and agency review prior to the public hearing.

Following the public hearing and after an evaluation of public and agency comments a review of the old MD 23 alignments was conducted to determine the feasibility of constructing MD 22 on new location. However, intensive subdivision development on the southeast side of Bel Air precludes and makes impractical the relocation of MD 22 easterly to MD 543. In May of 1987 the Harford County Government, responding to the public hearing, recommended the reconstruction of the Segment One portion of MD 22 as a four lane divided highway. The section of MD 22 currently proposed for widening, from Shamrock Road to MD 543 is a part of Segment One.

4. Current Perspective

a. Downscoping of Project and Current Project Decisions

The original scope of the MD 22 project extended from Bel Air to I-95 near Aberdeen. The reconstruction and widening of the existing highway, as either a four lane divided or as a five lane highway was considered for the total length of the project and several relocation alternates were studied. The project involved major environmental impacts and the decision was made to prepare a Draft Environmental Impact Statement. Impacts to historic sites required the compliance with Section 4(f) requirements. The total project was presented to the public at an Alternates Workshop Meeting in November 1981. Subsequently, following an evaluation of citizen comment and further study, a Draft Environmental Impact Statement/Section 4(f) Evaluation (FHWA-MD-EIS-87-01-D) was prepared and circulated for agency and public comment on March 12, 1987. A Combined Location/Design Public Hearing was held on April 22, 1987.

Following the public hearing, and after an evaluation of agency and public comments, a decision was made to defer the selection of an improvement alternate for MD 22 east of MD 543 and to concentrate on improving the westernmost section of the project, from Shamrock Road to MD 543. This decision was based on a number of factors. First, and foremost is the critical and urgent need to improve this section of highway. Current traffic volumes exceed the

17

capacity of the existing two lane highway. The MD 22/MD 543 intersection has been identified as the only High Accident Intersection in this section of the MD 22 corridor. Additionally a high level of residential growth is occurring in this area and the Harford County government has recommended that this section of MD 22 be given the highest priority for improvement.

Secondly, recent intense development, primarily of a residential nature, on the east side of Bel Air precludes the possibility of constructing a highway facility on new location. Therefore, the only reasonable alternative is to reconstruct the existing roadway on its own location.

The most prudent approach for the section of MD 22 east of MD 543 is to defer the selection of a build alternate. The primary reasons for deferring the selection are:

- 1) A new interchange is presently under construction to provide access between I-95 and MD 543 and is scheduled to be opened to traffic in 1991. Since MD 543 will provide a direct connection from MD 22 to I-95, the effects of the new interchange on the traffic patterns in the study corridor will need to be known before a proper decision can be made for the scope of improvement that will be required for MD 22 east of MD 543.
- 2) The Harford County Department of Planning and Zoning is in the process of reviewing the County's Land Use Plan for future development. Until such time as the results of the land use review are evaluated and the effects of future growth and development patterns on MD 22 are known, a decision on the most efficient and least environmentally damaging improvements for the MD 22 corridor should not be made.
- 3) An evaluation of comments received at the Public Hearing and as a result of the circulation of the Draft Environmental Impact Statement indicate a need for further studies of the build alternates east of MD 543, particularly in the critical area of Churchville. The Harford County Government supports this approach and recommends that the section of MD 22 from Churchville to I-95 be studied further to determine the feasibility of a new alignment. Any alignment on new location would connect to MD 22 east of MD 543.

Therefore, in order to expeditiously meet the critical need for safety and capacity improvements to the section of MD 22 from Shamrock Road to Md 543 and in view of the minimal environmental impacts (See Table 1, Comparison of Alternates), the decision was made to proceed with the preparation of a Finding of No Significant Impact as the final environmental document addressing this section.

At such time that the Administration is ready to make a decision on the deferred portions of the project, then a determination will be made as to the appropriate environmental document required for that section. The appropriate environmental document may be a Supplemental Environmental Impact Statement or a Final Environmental Impact Statement.

b. Logical Termini and Independent Utility

The selection of MD 543 as the logical terminus for the reconstruction of MD 22 was based in part on the critical traffic needs on this section of the highway, and on the identification of the intersection of MD 22 and MD 543 as a high accident location. The opening of the new interchange at I-95 and MD 543, coupled with the development occurring in the area will cause increasing congestion on MD 22 between Bel Air and MD 543.

Since there are no reasonable alternatives to the proposed improvement of this section of MD 22, except on its existing location, and the critical need exists in this section, the selection of the MD 543 intersection is considered as the most logical point in which to establish the initial limits of construction. A re-design of the intersection is included as a part of the proposed improvements. Interim intersection improvements east of MD 543, on which construction will begin during the spring of 1989, will alleviate many of the traffic operation and safety problems until such time as long term solutions can be determined and implemented for the remaining sections of MD 22. Improvements to these several intersections are being accomplished independently of the proposed widening from Bel Air to MD 543. No federal funding or approvals will be necessary. Therefore, compliance with Federal requirements will not be required.

The proposed improvements to MD 22, from Shamrock Road to MD 543, are necessary in order to adequately address traffic capacity and safety concerns. The proposed improvements are reasonable and useable even if no additional improvements to the highway east of MD 543 were to be made. Furthermore, the proposed project will not restrict or affect the consideration of reasonable alternatives or the type of improvements that will ultimately be recommended for the remainder of MD 22. The project is, therefore, considered to have independent utility.

19

B. Alternates

1. Alternates Considered but Dropped

Two typical road section alternates previously considered for widening of the existing roadway were revised due to citizen concerns and in order to reduce impacts to properties which abut the existing road.

Alternate 1 consisted of improving MD 22 along the present route by constructing a four lane highway with a 16 foot raised median within a minimum right of way width of 108 feet. The existing roadway would have been utilized as two lanes of the four lane facility wherever feasible. Outside shoulders would have been provided.

Alternate 2 consisted of improving the existing MD 22 to a five lane undivided, curbed, urban highway within a minimum right of way width of 80 feet. As with Alternate 1 the existing roadway would have been utilized as two lanes of the reconstructed and widened highway. This alternate would have provided 2-12 foot lanes in each direction and a 12 foot wide center lane serving as a continuous left turn lane. Provisions for bikeways were also considered with this alternate.

The above two alternates were dropped from further consideration after an evaluation of their right of way impacts and the effects on adjacent properties and residences. Since both alternates would have utilized the existing highway as two lanes of the proposed four lane facility, a new parallel roadway would have been needed. The revised alternates (see below, 2c and 2d) center the proposed four lane highway on the existing road wherever possible, thus minimizing impacts.

2. Alternates Presented at the Alternates Meeting and Public Hearing

The two build alternates described above, along with the No-Build Alternate were presented at a Public Alternates Workshop Meeting in November, 1981.

a. No-Build Alternate

No major improvements would be made to the existing roadway under the No-Build Alternate. Normal maintenance would continue and spot safety improvements, as scheduled by the State Highway Administration District Office, would be provided as required within the existing right of way.

b. Transportation Systems Management (TSM)

TSM improvements are recognized as an alternate between the No-Build and Build Alternates and consist of capacity and safety improvements with little capital expenditure and/or right of way acquisition. Many TSM improvements take place at intersections where traffic flow may be constricted and there is a higher potential for accidents. However, since all the major intersections along MD 22 have been improved with traffic signals and turn lanes, a traffic analysis reveals that the existing roadway width is the principal traffic constriction. This condition can only be improved by widening the road with additional lanes as proposed under the following Build Alternates.

The following Build Alternates were developed after the Alternates Meeting in order to reduce the environmental impacts of the proposed highway improvements by staying within the existing right of way wherever possible. The reduced pavement width and the use of curbs instead of shoulders on the outside of the proposed highway will permit a reduction in the safety grading and allow the new highway to be constructed within the existing right of way.

The proposed highway improvements described below would accommodate the projected year 2010 peak hour traffic volumes at a satisfactory level of service and improve the overall safety of the highway.

c. Four-Lane Divided Highway Alternate

This alternate proposed reconstructing MD 22 along the present route to provide two traffic lanes in each direction separated by a 20-foot curbed median. The proposed improvements would be constructed within a minimum right of way width of 80 feet with a variable width grading and utility easement along each side of the roadway. Left turn lanes would be provided at the intersecting roads and crossovers. Median openings would be located to meet the State Highway Administration's criteria. Truck turn-arounds have been considered at available areas along the route since the proposed roadway will not be wide enough for single unit and larger trucks to make U-turns at median openings. The highway would remain an Uncontrolled Access facility. The horizontal and vertical alignment for this alternate would meet the requirements for a 50 mph design speed.

d. Five-Lane Undivided Highway Alternate

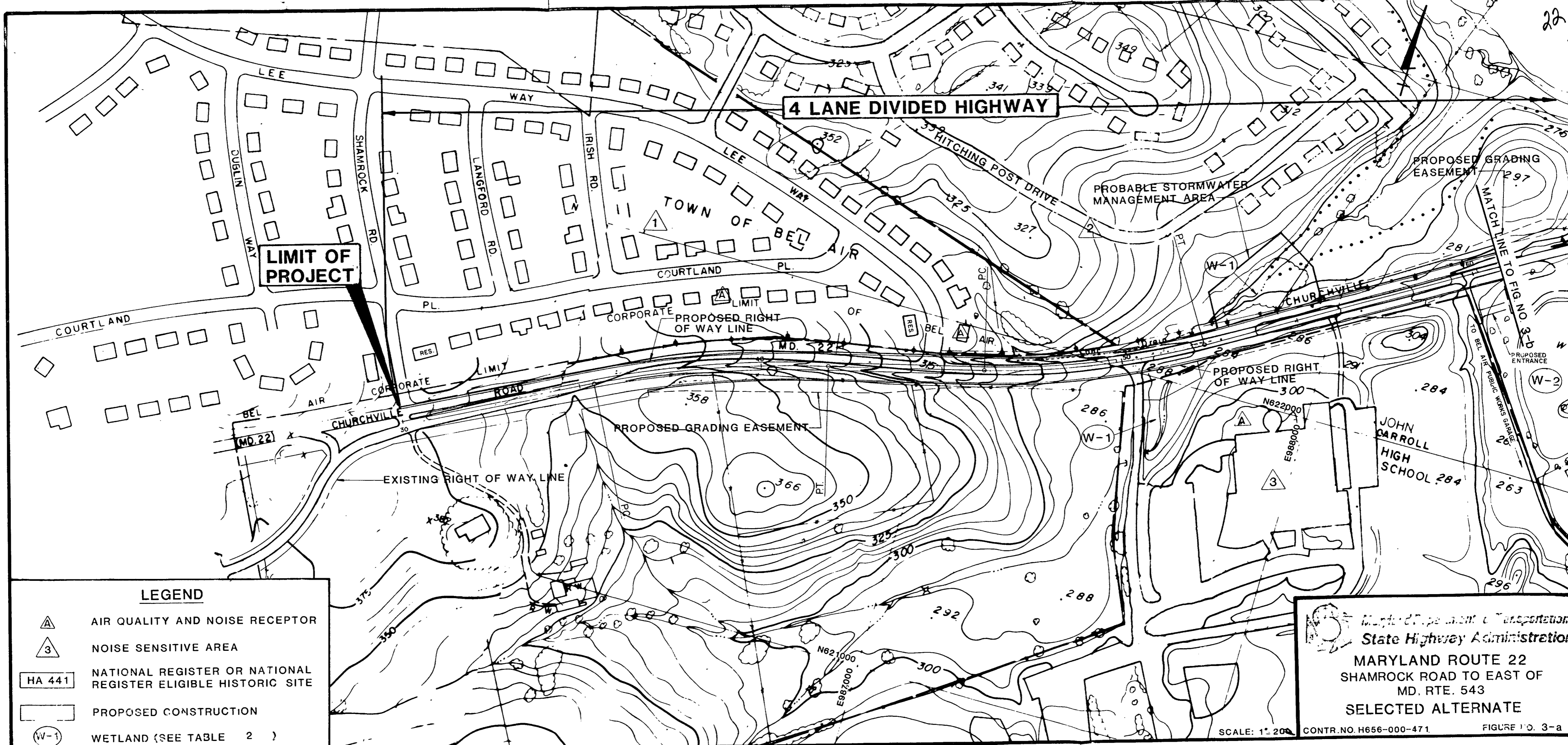
This alternate proposed reconstructing MD 22 along the present route to be a five-lane undivided, curbed, urban highway with a minimum right of way width of 80 feet and variable width grading and utility easements. Under this alternate, two through traffic lanes in each direction and a continuous center left turn lane would be provided. The highway would remain an Uncontrolled Access facility. The horizontal and vertical alignments for this alternate would also meet the requirements for a 50 mph design speed.

Under both the Four-Lane Divided and Five-Lane Undivided Highway alternates, the center of the proposed improvements would follow the center of the existing roadway for most of the length. However, in the vicinity of Bynum Run Park the alignment has been moved 10-15 feet northerly in order to avoid encroachment on the park.

Features of both the four lane divided and the five lane undivided alternates were combined to form the Selected Alternate (paragraph 2e) after an evaluation of both. The four lane divided highway alternate would have provided a physical separation of opposing traffic and controlled the movement of left and "U" turning vehicles at designated locations; however, it would not have provided the access that was determined to be needed in commercial areas of the project. The five lane undivided alternate, with a continuous center left turn lane, would provide unlimited access throughout the length of the proposed highway, however without a physical separation of traffic it does not provide the same degree of protection as the four lane divided alternate. Therefore, the major advantages of both alternates, including the physical separation of opposing traffic that would be provided by the four lane divided highway alternate, and the unlimited access provided in areas where needed by the five lane undivided alternate were combined to form the Selected Alternate.

e. The Selected Hybrid Alternate



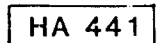
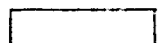

The Selected Alternate (Figures 3a,b,c) is a combination of the four-lane divided highway and five-lane undivided highway alternates. It proposes reconstructing MD 22 to be a four-lane divided highway from Shamrock Road to Brierhill Drive; a five-lane undivided highway from Brierhill Drive to Moores Mill Road; a four-lane divided highway from Moores Mill Road to Hillside Drive and a five-lane undivided highway from Hillside Drive to east of MD 543. The improved roadway would then transition to meet the existing two lane highway.



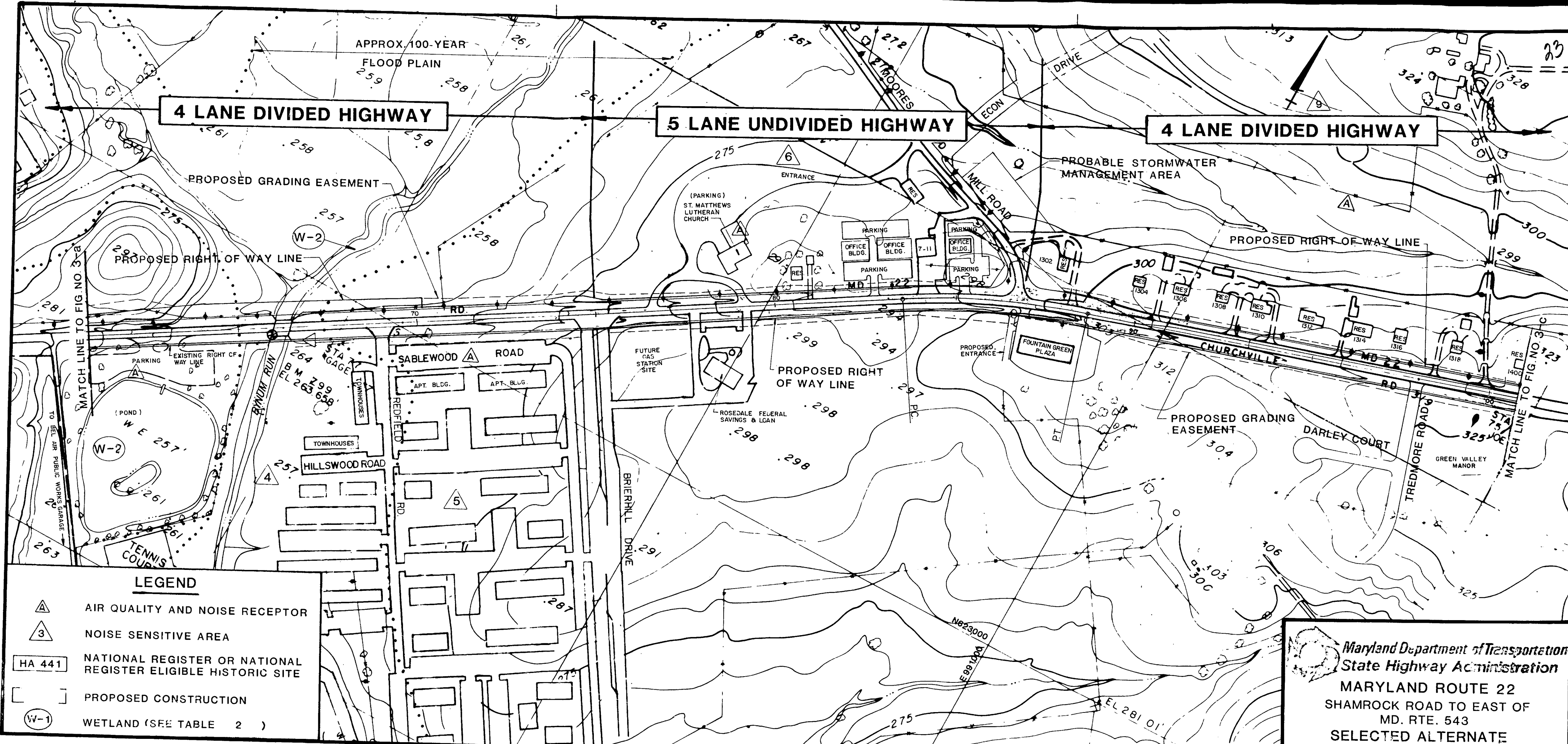
LIMIT OF PROJECT

4 LANE DIVIDED HIGHWAY

LEGEND

-  AIR QUALITY AND NOISE RECEPTOR
-  NOISE SENSITIVE AREA
-  NATIONAL REGISTER OR NATIONAL REGISTER ELIGIBLE HISTORIC SITE
-  PROPOSED CONSTRUCTION
-  WETLAND (SEE TABLE 2)

Maryland Department of Transportation
State Highway Administration
 MARYLAND ROUTE 22
 SHAMROCK ROAD TO EAST OF
 MD. RTE. 543
SELECTED ALTERNATE



4 LANE DIVIDED HIGHWAY

5 LANE UNDIVIDED HIGHWAY

4 LANE DIVIDED HIGHWAY

PROPOSED RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

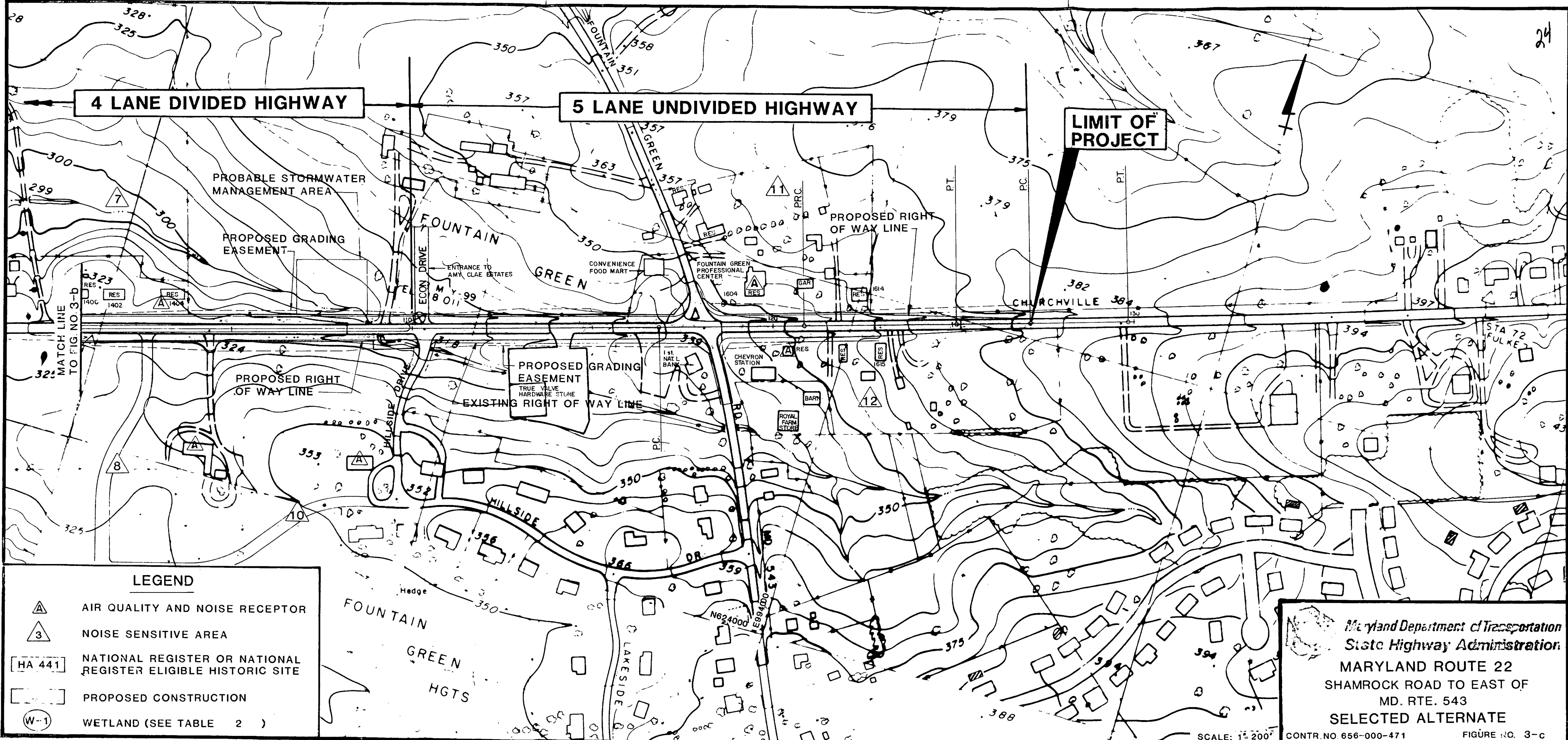
PROPOSED RIGHT OF WAY LINE

LEGEND

- AIR QUALITY AND NOISE RECEPTOR
- NOISE SENSITIVE AREA
- NATIONAL REGISTER OR NATIONAL REGISTER ELIGIBLE HISTORIC SITE
- PROPOSED CONSTRUCTION
- WETLAND (SEE TABLE 2)

Maryland Department of Transportation
 State Highway Administration
MARYLAND ROUTE 22
 SHAMROCK ROAD TO EAST OF
 MD. RTE. 543
SELECTED ALTERNATE

SCALE: 1" = 200'
 CONTR. NO. 656-000-471
 FIGURE NO. 3-b



4 LANE DIVIDED HIGHWAY

5 LANE UNDIVIDED HIGHWAY

LIMIT OF PROJECT

PROBABLE STORMWATER
MANAGEMENT AREA

PROPOSED GRADING
EASEMENT

FOUNTAIN
GREEN

PROPOSED RIGHT
OF WAY LINE

PROPOSED GRADING
EASEMENT
TRUE VALVE
HARDWARE STORE

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT
OF WAY LINE

LEGEND

- AIR QUALITY AND NOISE RECEPTOR
- NOISE SENSITIVE AREA
- NATIONAL REGISTER OR NATIONAL REGISTER ELIGIBLE HISTORIC SITE
- PROPOSED CONSTRUCTION
- WETLAND (SEE TABLE 2)

Maryland Department of Transportation
State Highway Administration
MARYLAND ROUTE 22
SHAMROCK ROAD TO EAST OF
MD. RTE. 543
SELECTED ALTERNATE

The four lane divided highway section from Shamrock Road to Brierhill Drive, and from Moores Mill Road to Hillside Drive will provide a more efficient highway by providing a median and control of left turning traffic. In the areas of commercial development, from Brierhill Drive to Moores Mill Road and from Hillside Drive to east of MD 543, the five lane section with its provisions for left turning vehicles, provides the access that is needed to adjacent businesses.

The feasibility of constructing a sidewalk along the south side of MD 22 from Shamrock Road to John Carroll High School and an evaluation of right-of-way requirements will be made during the design phase to address citizen comments made at the public hearing.

No major improvements are proposed for MD 22 east of MD 543. Design of interim intersection improvements are in progress for the Prospect Mill Road, Thomas Run/Shucks Road, and MD 136 intersections.

3. Service and Design Characteristics of the Selected Alternate

a. Levels of Service

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics and ranges from LOS "A" (Best) to LOS "C" (Minimum Desirable), to LOS "E" (Capacity) to LOS "F" (Worst or Forced Flow).

The section of MD 22 from Bel Air to east of MD 543 currently operates at capacity conditions (LOS "E") during peak periods. The average daily traffic (ADT) on this section of MD 22 ranged from 19,500 to 20,000 vehicles per day in 1984, and is expected to increase to between 22,400 and 23,000 in 1990, and from 30,000 to 34,000 in the year 2010 (See Figure No. 4). These projected traffic volumes indicate that MD 22 will be operating at LOS "F" by the year 2010 with the No-Build Alternate and at LOS "C" or better if the selected alternate is constructed. The projected peak hour traffic volumes for the year 2010 are shown in Figure 5.

b. Design Characteristics

The selected alternate will meet the requirements for a 50 mph design speed. The maximum degree of curvature will be 3 degrees and the maximum grade will be 6.0 per cent.

The selected alternate will consist of two different typical sections (Figure No. 6), each providing two lanes of traffic in each direction, and contained within an 80 foot minimum width right-of-way. The four lane divided section will consist of two twenty-six foot roadways (including curb offsets) separated by a twenty foot raised median. Type "B" mountable curbs will be utilized in this section.

The five lane undivided section will provide two-twelve foot lanes in each direction and a thirteen foot center left turn lane. Type "B" mountable curbs, with two foot curb offsets will be provided on the outside.

The four lane divided typical section proposed for MD 22 is not in compliance with the Maryland State Highway Administration's Highway Development Manual; therefore a design exception may be required.

c. Accidents

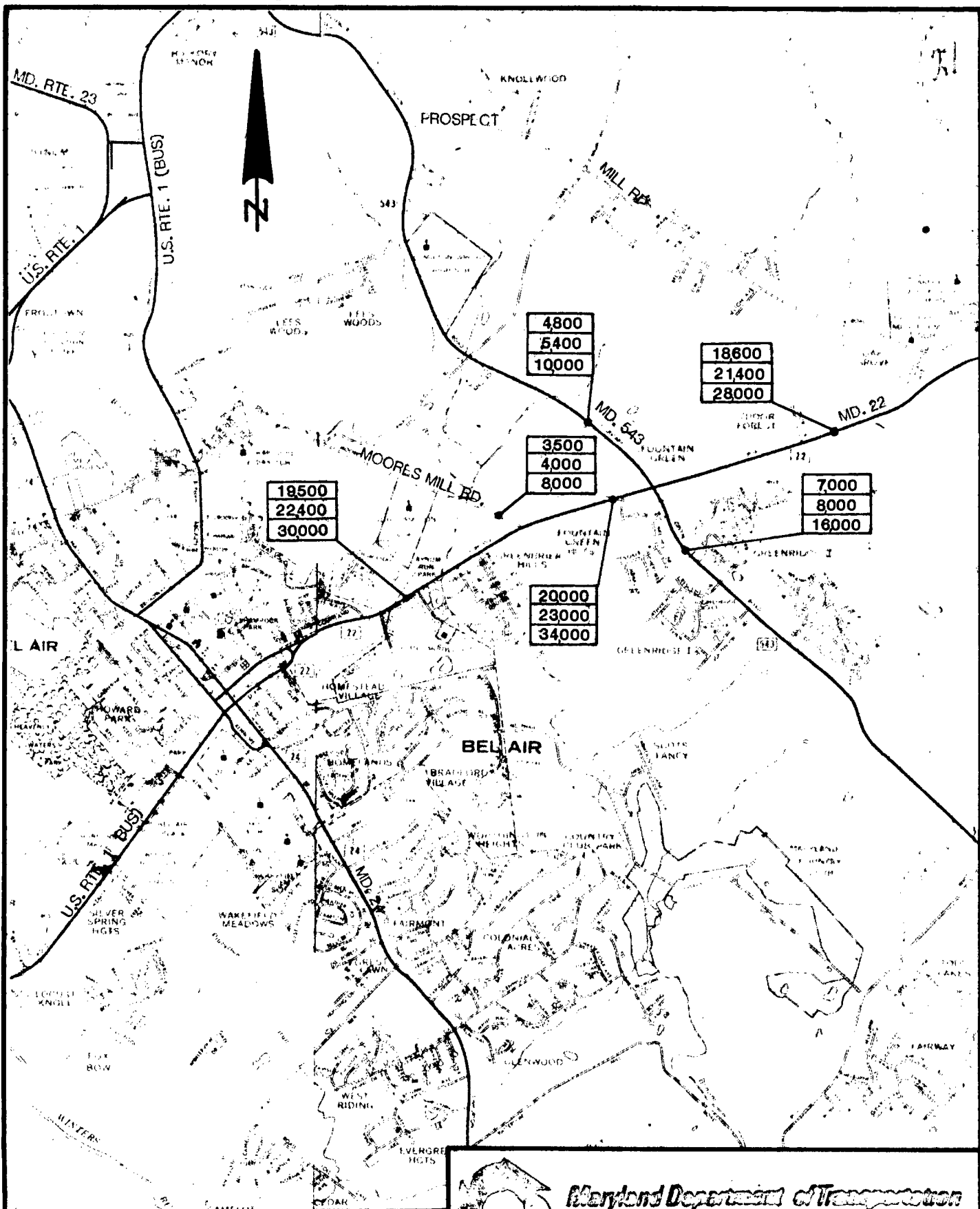
MD 22 from Shamrock Road to Interstate 95, experienced 408 reported accidents for the five-year period from 1980-1984. The resulting accident rate of 168 accidents per one hundred million vehicle miles (acc/100 mvm) is lower than the statewide average rate of 194 acc/100 mvm for all similar design highways now under state maintenance. The monetary loss to the motoring and general public as a result of these accidents is approximately \$1.3 million/100 mvm. The accidents are listed below by severity, indicating the number of persons killed and injured.

Severity	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>Total</u>
Fatal Accidents	1	1	0	1	0	3
Persons Killed	1	1	0	1	0	3
Injury Accidents	48	45	40	43	65	241
Persons Injured	89	85	76	87	117	454
Property Damage Accidents	29	28	25	46	36	164
Total Accidents	78	74	65	90	101	408

There was one location within the study area which met the criteria for a high accident intersection (HAI) during the study period. This was the intersection of MD 22 with MD 543, which experienced 11 accidents in 1984. The number of accidents by type is as follows:

Opposite Direction	1
Rear End	1
Sideswipe	2
Left Turn	3
Angle	2
Other	2
	<u>11</u>

There were no high accident sections (HAS) identified in the study area during this period.



LEGEND

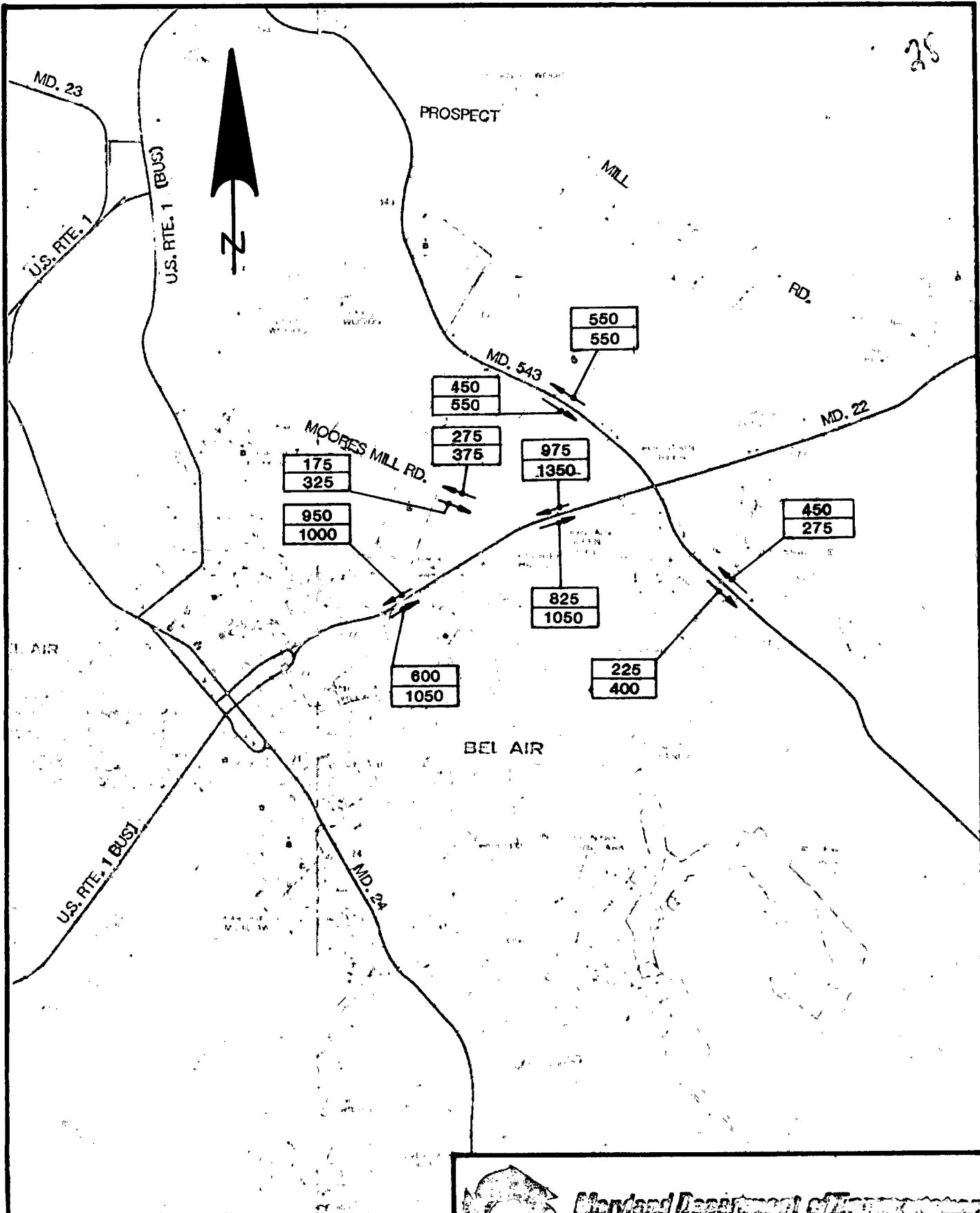
19500	1984 ADT
22400	1990 ADT
30000	2010 ADT



*Maryland Department of Transportation
State Highway Administration*

**MARYLAND ROUTE 22
SHAMROCK ROAD TO EAST OF
MD. RTE. 543**

AVERAGE DAILY TRAFFIC



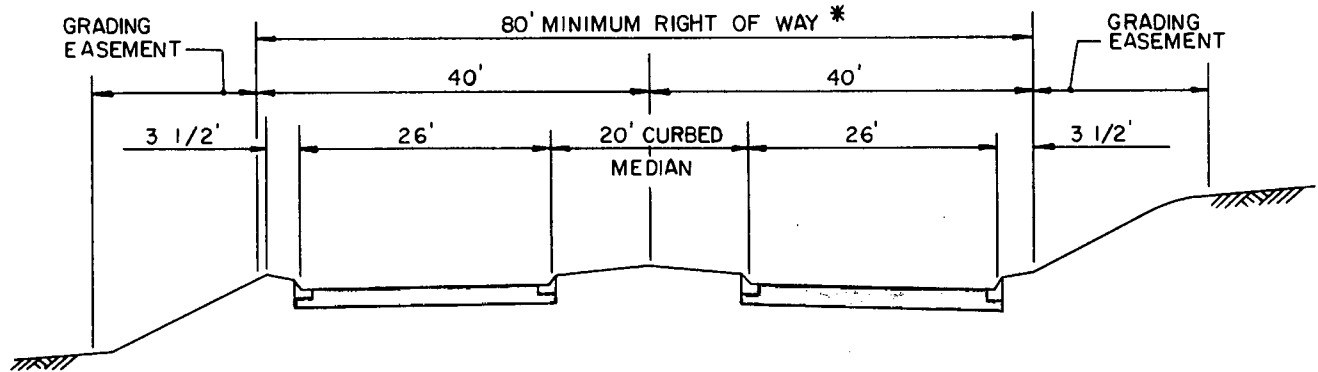
LEGEND

650	A.M. PEAK
1100	P.M. PEAK



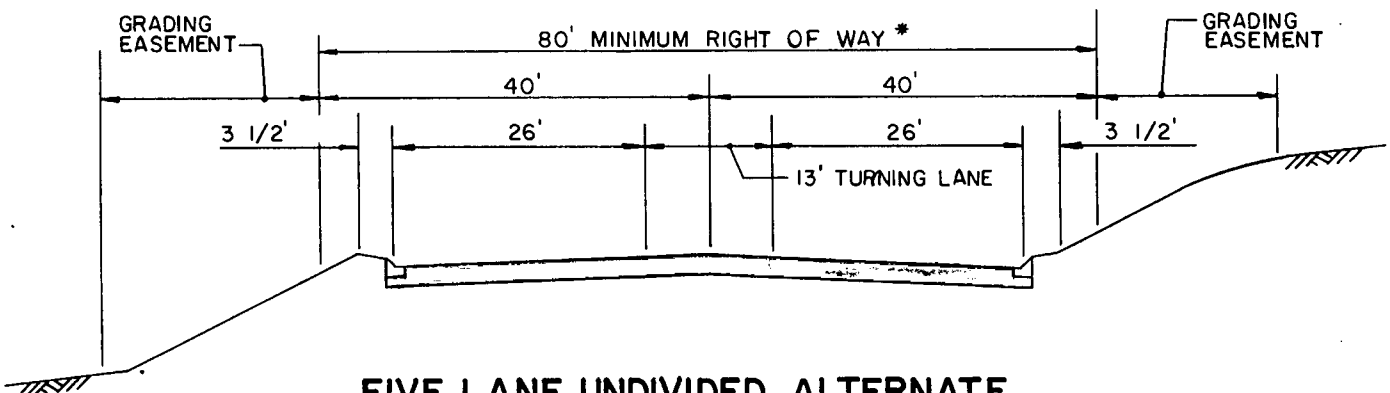
Maryland Department of Transportation
State Highway Administration

**MARYLAND ROUTE 22,
SHAMROCK ROAD TO EAST OF
MD. RTE. 543
YEAR 2010 DESIGN HOURLY
TRAFFIC VOLUME**



FOUR LANE DIVIDED ALTERNATE

SHAMROCK ROAD TO BRIERHILL DRIVE &
MOORES MILL ROAD TO HILLSIDE DRIVE



FIVE LANE UNDIVIDED ALTERNATE

BRIERHILL DRIVE TO MOORES MILL ROAD &
FROM HILLSIDE DRIVE TO EAST OF MD. RTE. 543

MARYLAND ROUTE 22 IMPROVEMENTS

* EXISTING RIGHT OF WAY WHERE FEASIBLE

NOTE:
DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE. EASEMENTS WILL BE PURCHASED WHERE REQUIRED FOR UTILITY RELOCATIONS.



Maryland Department of Transportation
State Highway Administration

MARYLAND ROUTE 22
SHAMROCK ROAD TO EAST OF
MD. RTE. 543

TYPICAL SECTIONS

Over 40% of the accidents reported were intersection related. Left turn and rear end collisions were occurring at a rate significantly higher than their respective statewide averages for similar type highways. Sideswipe collisions were higher than average, but not significantly. These accident types are usually indicative of a congested traffic flow, mainly associated with peak hour traffic.

Under the No-Build Alternate, the collision types that are presently above statewide averages (rear end, sideswipe and left turn) are expected to occur even more frequently, as a result of increased congestion due to the anticipated growth in traffic volumes. Accident rates will probably continue the upward trend that has been experienced during the study period, to a point where the rate will be consistently higher than the statewide average for this type highway.

The five-lane alternate, with a continuous center left turn lane, would reduce the accidents now resulting from congestive conditions on the existing two-lane highway. However, most drivers do not properly utilize the center left turn lane, and the painted turn lane does not provide any physical protection to left turning vehicles. The statewide average accident rate for similar five-lane highways is 478 acc/100 mvm. However, the expected rate for this alternate would be much lower, since most of the highways with this design are located in urban areas of high commercial development.

The four-lane, divided highway alternate would reduce the incidence of rear end, left turn and sideswipe accidents more effectively than the five-lane alternate. It will also provide a physical barrier between opposing traffic flows, thereby protecting left turning vehicles and also decreasing the probability of opposite direction accidents. The projected accident rate for this alternate is approximately 78 acc/100 mvm, based on average rates for similar design highways. The accident cost anticipated for this alternate is \$820,000/100 mvm, a savings of nearly \$500,000/100 mvm compared to the existing facility.

4. Environmental Consequences

A Draft Environmental Impact Statement was prepared and distributed prior to the public hearing for this project. The Hybrid Alternate, a combination of the four-lane divided and the five lane undivided alternates was identified as the Selected Alternate following the public hearing. Reference is made to page III-5 of this document for a discussion on why a Finding of No Significant Impact has been prepared instead of a Final Environmental Impact Statement.

31

The following sections summarize the impacts of the Selected Alternate.

a. Social, Economic and Land Use Impacts

(1) Social Impacts

The Selected Alternate would relieve traffic congestion on MD 22 and improve highway safety and access to community facilities in the project area. Median openings are proposed for the four lane divided section of the Selected Alternate at approximately 1000-foot intervals. The maximum increase in travel time caused by the median should not exceed 45 seconds. If found to be necessary, a mountable curb could also be specified for the median section to permit crossing by emergency vehicles. In the five lane section the center left turn lane will allow unlimited access.

The Selected Alternate will not require the relocation or displacement of any homes or businesses, and will not have any impact on the integrity or cohesion of local communities. The Selected Alternate will not impact any minority, elderly or handicapped persons. There would be no recreational areas, parkland, or historic and archeological sites affected.

The proposed improvements will require the acquisition of land for rights of way and easements from a total of 47 properties fronting on MD 22. The additional right of way needed for the improvements will require 2.97 acres of residential property and 0.24 acres from commercial property. Grading and utility easements will require 3.64 acres of residential and 1.50 acres of commercial property. Stormwater management facilities may require another 2.13 acres.

The proposed road improvements should aid police and fire protection and ambulance services due to reduced travel times and decreased traffic congestion throughout the corridor. Access to schools and recreational areas will also be improved.

(2) Summary of the Equal Opportunity Policy of the Maryland State Highway Administration

Title VI Statement

It is the policy of the Maryland State Highway Administration to ensure 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, national origin, age, religion, physical or mental handicap in all State Highway

Administration program projects funded in whole or in part by the Federal Highway Administration. The State Highway Administration will not discriminate in highway planning, highway design, highway construction, the acquisition of right of way, or the provision of relocation advisory assistance.

This policy has been incorporated in all levels of the highway planning process in order that proper consideration may be given to the social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland State Highway Administration for investigation.

(3) Economic Impacts

The Build Alternates under consideration will not require the relocation of any business, or cause a reduction in the number of parking spaces. The additional lanes on MD 22 will alleviate the severe congestion and safety problems which delay the exchange of goods and services as well as improving access to existing businesses. The increased roadway capacity and improved traffic operations should make the area more attractive to business. Increased business development in planned areas is consistent with Harford County's planning objectives.

No significant decrease in the tax base is anticipated as a result of right of way acquisition.

(4) Land Use Impacts

The Selected Alternate is consistent with local land use goals, and is not expected to have an impact on land use in the project area other than to reinforce the master plan goals for providing an adequate transportation network to support planned development.

Minor right of way and grading easement acquisition will be required from one property which is being used for agricultural purposes; however, no farming operation will be affected by the acquisition.

Coordination with the Soil Conservation Service of the U.S. Department of Agriculture has been completed in accordance with the Farmland Protection Policy Act. (Correspondence from the agency is included in the Comment and Coordination Section of this document.)

The Selected Alternate will require approximately 0.75 acres of prime farmland soils and 2.20 acres of statewide important farmland soils for additional right of way and easement.

33

(5) Historical and Archeological Resources

The State Historic Preservation Officer has determined that no historic sites or archeological sites on or eligible for the National Register of Historic Places are located within the project limits of the Selected Alternate. The effect determinations for historic sites cited in the Maryland Historic Trust's letter (see letter dated October 14, 1986 in Correspondence Section) are located in the deferred section of the project and as such are not applicable to the Selected Alternate.

Archeological sites identified as requiring further archeological investigations (see letter from State Administrator of Archeology dated November 25, 1986) are also included in the deferred sections of the project and again are not applicable to the Selected Alternate.

b. Natural Environmental Impacts

(1) Surface Water

The reconstruction of MD 22 from Shamrock Road to east of MD 543 will not require the relocation or rechannelization of any stream. A temporary increase in sedimentation in Bynum Run will occur during roadway construction and the replacement of the Bynum Run structure. The extension or replacement of existing pipe culverts may also cause a temporary increase in sedimentation.

Erosion, sediment control, and stormwater management plans will be implemented in order to minimize potential impacts. These plans will be reviewed and approved by the Maryland Department of Natural Resources and by the Maryland Department of Environment.

The project will be designed in accordance with the Maryland Stormwater Management Act which limits increases in downstream discharges. This act requires stormwater management practices in the following order of preference:

- On-site infiltration
- Flow attenuation by open vegetated swales and natural depressions
- Stormwater retention structures
- Stormwater detention structures

The minimum area required for construction will be disturbed and revegetation will be applied promptly after grading in order to minimize erosion and sedimentation. Stormwater management practices such

as vegetated swales and retention and detention ponds will tend to filter out the pollutants and decrease their concentrations.

Culverts and structures for the replacement of existing facilities will be designed to comply with the criteria of the Water Resources Administration of the MD Department of Natural Resources, which are in effect at the time the design is performed. Current Water Resources Administration criteria requires depressing the bottoms of pipes and concrete box culverts to allow a natural substrate to form.

With the use of the above described procedures and techniques, no significant long term impacts on surface waters are anticipated.

The Department of Natural Resources' Tidewater Administration has determined that the project, which is located in the Coastal Zone, is not inconsistent with the Maryland Coastal Zone Management Program.

(2) Groundwater

Small to moderate yields of groundwater are provided by wells in the area. Generally, the project will not interfere with groundwater supplies.

Groundwater quality in the area is now excellent. With proper design there should be no deleterious effect on groundwater quality along the project corridor. Stormwater management measures will allow contaminants to be filtered out of the runoff before it reaches groundwater supplies.

The State Highway Administration will conduct a pre-construction survey of all wells in the vicinity of the selected alternate to determine their existing quantity and quality. If significant changes to either the quantity or quality of wellwater occur as a result of the roadway construction, the State Highway Administration will either provide a replacement well for affected property or compensate the property owner.

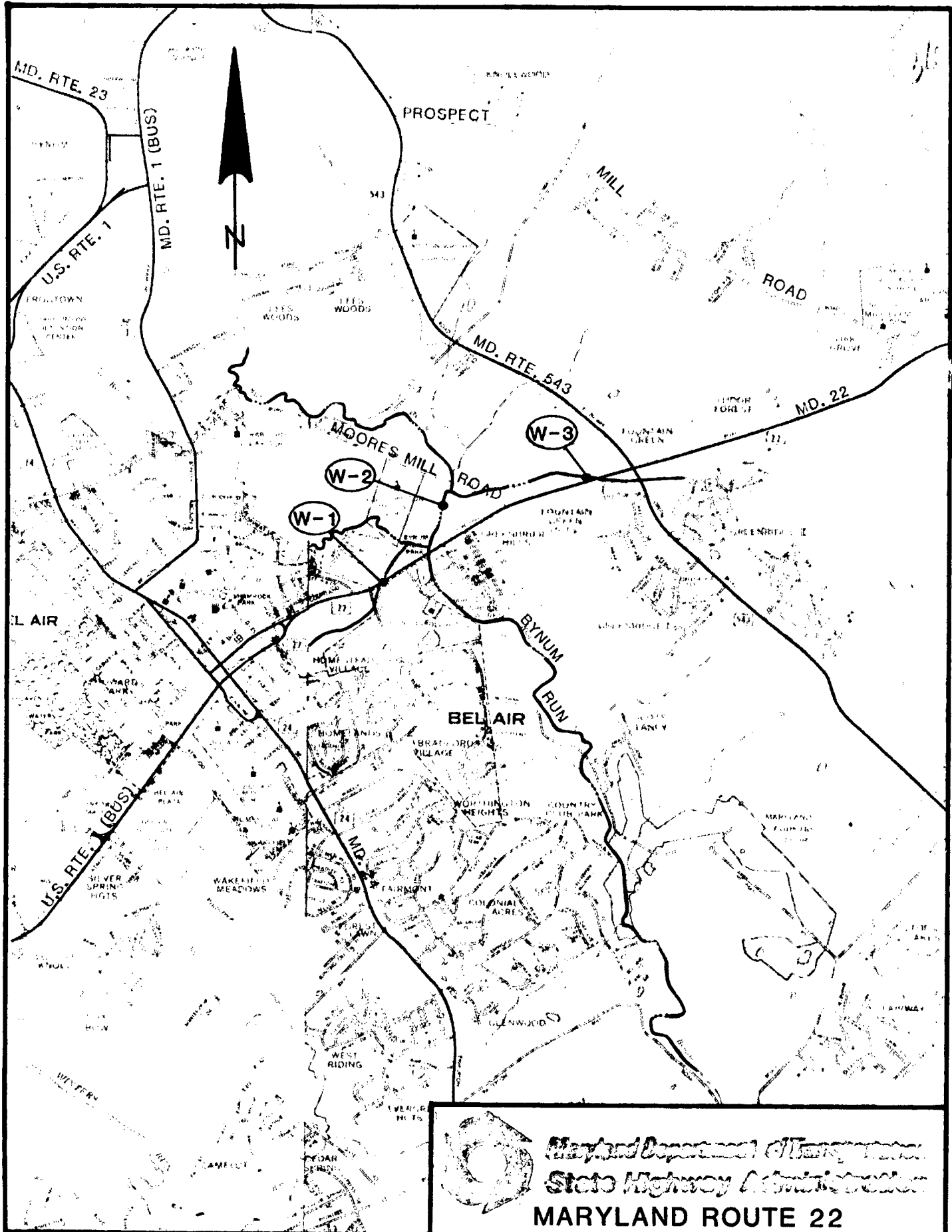
(3) Wetlands

Pursuant to Executive Order 11990, Protection of Wetlands, wetland areas potentially affected by the project have been identified. These wetlands may be adversely affected by fill, drainage alteration and sedimentation. A description of wetlands and the approximate acreage required for the reconstruction of MD 22 from Shamrock Road to MD 543 is shown in the following table. The Selected Alternate will require 0.17 acres.

TABLE 2

WETLANDS POTENTIALLY AFFECTED

<u>WETLAND NUMBER</u>	<u>LOCATION</u>	<u>CLASSIFICATION*</u>	<u>DOMINANT SPECIES</u>	<u>INDICATOR STATUS**</u>	<u>IMPACTED ACREAGE*** (W/I ROW)</u>
W1	East of John Carroll School entrance at MD 22	PF01A	Box Elder	OBL	0.08
W2	MD 22 at Bynum Run	PEM5A	Rushes, Willows	FACW, OBL	0.05
W3	MD 22/Hillside Drive	PEM5A	Rushes	FACW	0.04
	*	PF01C = Palustrine, Forested, Broad Leaved Deciduous, Seasonal PF01A = Palustrine, Forested, Broad Leaved Deciduous, Temporary PEM5C = Palustrine, Emergent, Narrow Leaved Persistent, Seasonal PEM5A = Palustrine, Emergent, Narrow Leaved Persistent, Temporary			
	**	FAC = Facultative species (can live in wetlands or uplands) FACW = Facultative Wetland species (usually found in wetlands) OBL = Obligative species (can only live in wetlands)			
	***	Approximate			



LEGEND

(W-1) WETLAND DESIGNATION

*Maryland Department of Transportation
State Highway Administration*

**MARYLAND ROUTE 22
SHAMROCK ROAD TO EAST OF
MD. RTE. 543**

MAJOR STREAMS AND WETLANDS

CONTR. NO. H656-000-471

FIGURE NO. 7

37

Palustrine wetlands, as defined by the U.S. Fish and Wildlife Service system of Cowardin et al (1979), occur in the study area. Palustrine wetlands are non-tidal wetlands that are temporarily flooded and dominated by trees, shrubs, persistent emergent grasses, sedges, and/or mosses. Two distinct types of palustrine wetlands occur in the study area: wooded swamps (PF01A) and fresh meadows/marshes (PEM5A). The wooded swamps are dominated by box elders, gums and red maples. The fresh meadow/marshes are dominated by rushes and sedges.

The wetlands within the study site are generally of high quality and serve a number of useful functions. They are essential components of freshwater ecosystems, providing valuable habitat and food for numerous species of plants and animals. Wetlands function as erosion control mechanisms and sediment traps. Hydrologically, vegetated wetlands function as buffer systems to flood waters. Their unique water holding capacity allows them to store excess water which is released at times of drought to aquifer recharge areas. Vegetated wetlands also provide significant pollution abatement by acting as nutrient sinks which decrease water pollution by metabolizing nitrates and phosphates, and by absorbing and assimilating gaseous air pollutants.

The sedimentation control procedures previously described should be adequate to provide protection to the existant, small wetlands. Wetland reconstruction in areas adjacent to the highway construction limits and contiguous to the existing wetland which is encroached upon will be provided where practicable to replace the wetlands taken.

The wetlands in the project area are located in the floodplains of Bynum Run and its tributaries and extend to the fill slopes on both sides of the existing two lane MD 22.

The No-Build alternate does not address safety and congestion concerns and therefore is not a practicable alternative to avoid wetland impacts. Avoidance of Wetlands W1, W2 and W3 is not practicable because the improvements being studied involve widening of an existing facility. The wetlands impacted are associated with Bynum Run and its tributaries that cross MD 22. Any attempt to shift the roadway would result in similar wetland impacts.

Wetland Finding

It has been determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use in compliance with Executive Order 11990.

38

Suitable replacement sites impacted by the Selected Alternate will be coordinated with the Md. Department of Natural Resources, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, and the Md. Department of Environment during final design.

(4) Floodplains

The Four-Lane Divided Highway Alternate (selected alternate) would impact about 0.2 acres of the 100-year floodplain of Bynum Run, and would require replacement of the existing Bynum Run structure.

During final design the State Highway Administration will prepare a detailed hydrologic and hydraulic study to identify the existing 100-year storm discharge and floodplain. Specific mitigation measures will be considered for floodplain encroachment areas. All structures will be designed to meet the criteria set forth by the State Highway Administration and the Water Resources Administration.

The Bynum Run floodplain encroachment was evaluated in accordance with the requirements of FHPM 6-7-3-2 to determine if it was a significant encroachment. The Bynum Run floodplain encroachment will not cause the following:

- a significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route,
- a significant risk, or
- a significant adverse impact on natural and beneficial floodplain values.

The proposed floodplain encroachments will not significantly affect upstream water surface elevations or storage capacity.

By utilization of state-of-the-art sediment and erosion control techniques and stormwater management controls, there will be no risks or impacts to the beneficial floodplain values or direct or indirect support to further development within the floodplain. Therefore, the floodplain encroachment was determined to be non-significant.

(5) Wildlife, Habitat and Aquatic Ecology

The proposed project lies in an area which provides little natural habitat for wildlife. The impacts associated with construction along the existing roadway are negligible and would include removal of trees and grasses from lawns and primary plant growth bordering adjacent farm fields. No "Old Fields" have been identified within the proposed right of way.

There should be no significant long-term impact on the aquatic ecology. The National Marine Fisheries Service (NMFS) has reviewed the Draft Environmental Document (See letter dated April 30, 1987 in Comments and Coordination) and determined the following:

- The proposed project will not adversely affect resources or habitats for which NMFS bears statutory authority.
- The proposed stream and wetland alterations will not significantly degrade water quality or reduce inflows that could adversely affect downstream fishery resources and their habitats.

The Department of Natural Resources' Tidewater Administration has determined that the project, which is located in the coastal zone, is not inconsistent with the Maryland Coastal Zone Management Program.

Coordination with the Maryland Department of Natural Resources and the U.S. Fish and Wildlife Service indicates that there are no known populations of threatened or endangered plant or animal species in the area.

c. Noise and Air Quality Impacts

(1) Noise Summary

(a) Noise Abatement Criteria

Two sets of noise abatement criteria have been established by the Federal Highway Administration for analyzing the effects of a project on noise levels.

- The Federal Highway Administration has established Noise Abatement Criteria as given in 23CFR772, based on the specific land uses being analyzed. (See Table 3). If the design year traffic noise levels produced by the project improvements approach or exceed these Noise Abatement Criteria, mitigation measures must be evaluated.

TABLE 3

NOISE ABATEMENT CRITERIA
AND LAND USE RELATIONSHIPS
(SPECIFIED IN 23CFR772)

<u>LAND USE CATEGORY</u>	<u>DESIGN NOISE LEVEL - Leq</u>	<u>DESCRIPTION OF LAND USE CATEGORY</u>
A	57 dBA (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue its intended purpose. Such areas could include amphitheaters, particular parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (exterior)	Residences, motels, hotels, public meeting (exterior) rooms, schools, churches, libraries, hospitals, picnic areas, playgrounds, active sports areas and parks.
C	72 dBA (exterior)	Developed lands, properties or activities not included in categories A or B above.
D	None Prescribed	Land which is undeveloped on the date of public knowledge of the project, and on which no known future development is planned.
E	52 dBA (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

- A comparison is made between the ambient noise levels and the traffic noise levels produced by the Build Alternates to determine the effects of providing the improvements. If the Build Alternate produces traffic noise that is a substantial increase over ambient levels (10 dBA or greater over ambient), noise mitigation measures must be evaluated.

(b) Descriptions of Noise Sensitive Areas

Various locations throughout the study area were selected to be analyzed as sensitive receptors. Receptors were selected that would be representative of the effects on the communities adjacent to the roadway.

The Noise Sensitive Areas (NSA's) were determined by analyzing the geometrics of the proposed improvements to determine the worst case combination of traffic volumes, proximity of the roadways to the receptors and travel speeds. These NSA's are listed in Table 4 and shown on the alternate maps. (See also Figure 8, Air Receptor Location and Noise Sensitive Areas).

(c) Ambient Noise Levels

A field measurement program to establish ambient noise levels and traffic volumes was conducted in September 1986 using the latest method of environmental noise analysis. Monitoring sessions were performed in accordance with the procedures outlined in Fundamentals and Abatement of Highway Traffic Noise by Bolt, Beranek and Newman, Inc., using ANSI Type 2 sound level meter model 886 manufactured by Simpson Electric Co. In an acoustical analysis, measurement of ambient noise levels is intended to establish the basis for impact analysis. The ambient noise levels as recorded represent a generalized view of present noise levels.

The results of the ambient monitoring program are shown in tables 5 and 5A.

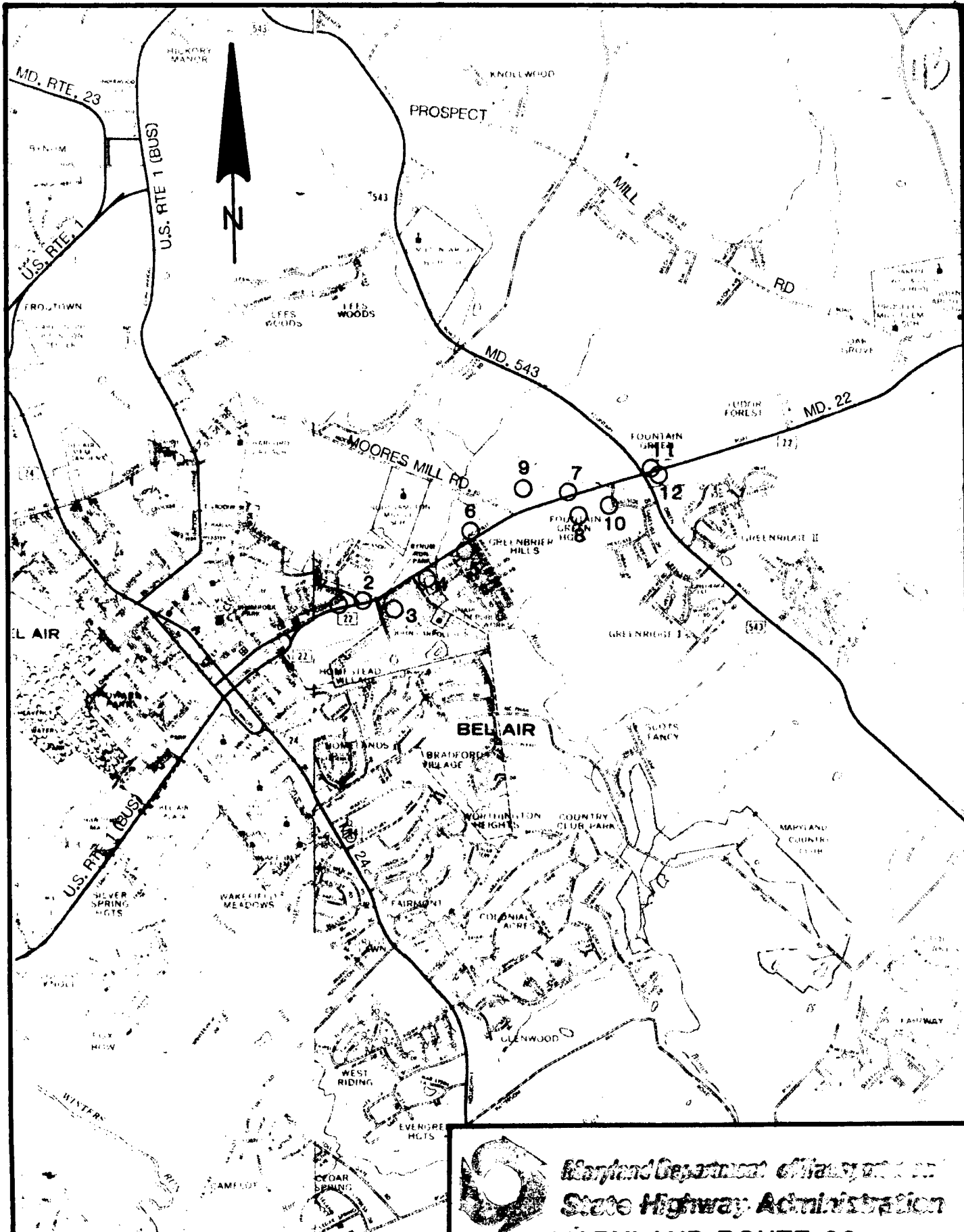
(d) Prediction Methods

The method used to predict the future noise levels was developed by the Federal Highway Administration of the U.S. Department of Transportation. The computer model derived from this method, STAMINA 2.0, utilizes an experimentally and statistically determined reference sound level for each of the three classes of vehicles (autos, medium duty trucks

42

TABLE 4
NOISE SENSITIVE AREAS AND AIR RECEPTORS

<u>REC. #</u>	<u>STA.</u>	<u>DISTANCE FROM CENTERLINE (FEET)</u>	<u>DESCRIPTION</u>
1	39+50	145	Residence - 513 Courtland Place
2	46+00	55	Residence - 624 Lee Way
3	52+50	260	John Carroll Senior High School
4	62+00	140	Bynum Run Park
5	73+50	50	Greenbrier Hills Apartments and Country Club
6	79+00	100	St. Matthew's Lutheran Church
7	103+50	85	Residence - 1404 Churchville Rd.
8	104+50	300	Residence at Fountain Green
9	95+00	450	Residence - 1319 Allenby Court
10	109+50	340	Residence - 1500 Hill Drive
11	119+50	85	Fountain Green Professional Ctr.
12	120+50	80	Residence - 1609 Churchville Rd.



LEGEND



AIR RECEPTOR LOCATION AND NOISE SENSITIVE AREAS (NSA)



*Maryland Department of Transportation
State Highway Administration*

**MARYLAND ROUTE 22
SHAMROCK ROAD TO EAST OF
MD. RTE. 543
AIR RECEPTOR LOCATION AND
NOISE SENSITIVE AREAS**

TABLE 5

Leq NOISE LEVELS (dBA)
NO-BUILD ALTERNATE

NSA NO.	AMBIENT NOISE LEVEL 1986	PROJECTED TRAFFIC NOISE LEVEL 2010	APPROACH OR EXCEEDS NOISE ABATEMENT CRITERIA	10 dBA DIFFERENCE
1	53	54		
2	73	67	X	
3	55	54		
4	61	61		
5	58	58		
6	51 (INT)*	50 (INT)*		
7	70	65		
8	58	56		
9	48	50		
10	53	51		
11	68	65		
12	70	67	X	

TABLE 5A

Leq NOISE LEVELS (dBA)
BUILD ALTERNATE

NSA NO.	AMBIENT NOISE LEVEL 1986	PROJECTED TRAFFIC NOISE LEVEL 2010	APPROACH OR EXCEEDS NOISE ABATEMENT CRITERIA	10 dBA DIFFERENCE
1	53	57		
2	73	68	X	
3	55	57		
4	61	66		
5	58	63		
6	51 (INT)*	56 (INT)*	X	
7	70	70	X	
8	58	61		
9	48	56		
10	53	56		
11	68	70		
12	70	71	X	

* INT represents interior noise levels

and heavy duty 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 number of vehicles and average vehicle speed; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway; and 3) adjustments for ground softness and for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

Noise level projections were performed by using the computer adaptation of the FHWA model, STAMINA 2.0/OPTIMA. Data from the field measurement program was used in the calibration of the model. Traffic volumes measured in the field along with existing geographic and roadway alignment data served as input to the model. Predicted noise levels were compared with the ambient noise measurements and any significant differences were resolved. The input was then adjusted to reflect all planned or foreseeable changes in the roadway alignment, traffic volumes and geographic conditions for each of the alternates and projected noise levels were obtained.

(e) Summary of Traffic Parameters

Traffic information for this analysis was prepared by the Maryland State Highway Administration for the Design Year (2010).

The Design Hour Volumes (DHV's) were used in this study since they produced the highest noise levels, representing the worst case conditions.

(f) Results of Analysis

The predicted traffic noise levels were analyzed for the design year 2010 along the No-Build and Build Alternates. Tables 5 and 5A summarize the results of this study.

NSA 11 is commercial property, which is of Land Use Category C and has a noise abatement level of 72 dBA Leq. NSA 6 is a church which is Land Use Category E with an interior noise abatement level of 52 dBA. The remainder are Category B with an abatement level of 67 dBA. Where projected traffic noise levels approach or exceed these criteria or exceed ambient levels by 10 dBA under any of the Build Alternates, methods of noise abatement were evaluated. The effects of providing noise barriers at these locations are summarized in Table 6. Methods which are considered physically feasible and economically reasonable are recommended for further study during final design.

Under the No-Build Alternate two of the NSA's approach or exceed the Noise Abatement Criteria.

Under the Build Alternates, four of the NSA's approach or exceed the Noise Abatement Criteria. None of the NSA's exceed the 10 dBA difference criterion.

At NSA 2 the projected 2010 noise level of 68 dBA is less than the measured ambient level of 73 dBA. This apparent reduction is the result of three factors:

- Projected noise levels include only traffic noise while ambient levels include noise from all sources. The calibration of the model reconciles this differences to within 3 dBA.
- Projected 2010 truck percentages are somewhat lower than those counted during ambient measurements.
- Posted speeds were used for projected noise levels, during ambient measures traffic was exceeding these posted speeds.

(g) Noise Impact Assessment

General

The determination of environmental noise impact 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 (Table 3) published in 23CFR772.

The factors that were considered when determining whether mitigation would be required and whether the mitigation would be considered reasonable and feasible are:

- Whether Federal Highway Administration Noise Abatement Criteria are approached or exceeded - 67 dBA for residential areas;
- Whether a substantial (10 dBA or more) increase over Ambient Level would occur;
- Whether there is a 5 dBA or greater difference between Build and No-Build levels in the design year of the project;
- Whether a feasible method is available to reduce the noise;

- 47
- Whether the noise mitigation is cost effective for those receptors that are impacted - approximately \$40,000 per residence, and will receive at least a 5 dBA reduction in noise levels;
 - Whether the mitigation is acceptable to affected property owners;
 - The criterion comparing the age of the roadway to the age of affected residences was determined not to be a significant factor in the determination of reasonableness for this project. The justification for this is that all affected residences rely either directly or indirectly on access to MD 22. Therefore, it is logical to assume that the road was in place, in some form, prior to construction of the affected residences.
 - The environmental impacts of the construction of the abatement measures.

No-Build Alternate

Twelve Noise Sensitive Areas (NSA's) are associated with the No-Build Alternate along MD 22. The Federal noise abatement criteria is not exceeded at any of the NSA's; however, the noise levels at receptors 2 and 12 approach criteria.

Build Alternate

The NSA's considered for the No-Build Alternate are also associated with the Four-Lane Divided and Five-Lane Undivided Highway alternates. Since the results for both alternates are the same, they are addressed together as the Build Alternate. The Federal noise abatement criterion is approached or exceeded at four NSA's: 2, 6, 7, and 12. None of the NSA's are projected to have a design year 2010 traffic noise level greater than or equal to 10 dBA over the present ambient level.

(h) Mitigation Measures

As explained above, mitigation measures were investigated where the increase in noise levels was 10 dBA or greater or where the projected noise levels approached or exceeded the Noise Abatement Criteria. The results of these site investigations are shown in Table 6 and described in detail below.

Several methods of noise abatement are possible: noise attenuation through a barrier or berm placed between the source and the receptor; traffic flow restrictions or controls; attenuation of the noise reaching the receptor; attenuation of noise generated by the vehicles and noise insulation of public use/non-profit institutional type structures.

Since truck traffic is a major contributor to the noise produced by highway traffic, means of controlling or restricting truck traffic would be needed to reduce noise through traffic control measures. Since a major purpose of the highway is to accommodate trucking, the possibility of restricting trucks on MD 22 is not considered. Also, the truck traffic diverted to other routes would create noise problems at other sensitive areas.

The possibility of reducing the tire noise generated by the traffic through the use of quieter types of pavement has been studied recently. Again, trucks create a major portion of the total traffic noise, much of which is engine and exhaust noise, which is not affected by quieter pavements. However, recent studies show the net reduction in traffic noise levels gained through the use of quieter pavements would be 2-3 dBA. This measure will be considered during final design.

Alterations of the horizontal and vertical alignment were also examined. This also is not a reasonable alternate because the project consists of widening an existing facility.

The acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms were also studied. Existing residential development immediately adjacent to the roadway makes it infeasible to acquire significant amounts of property for buffer areas.

Several types of noise barriers including reflective (walls) or absorptive (berms) can be used to reduce noise levels at sensitive receptors. Berms can be effective and practical where right of way is not restricted and development is set back a considerable distance. Along the MD 22 right of way, the noise sensitive areas generally consist of residences located close to the right of way. Therefore, only reflective type noise walls are analyzed in the study.

Table 6 summarizes the noise analysis including the abatement measures studied. Below is a description of the specific sites analyzed for barriers and the noise reduction obtained. Detailed analysis of the barriers to be considered further will be performed during the final design phase of the project.

An effective barrier should, in general, extend in both directions four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison an assumed cost of \$27.00 per square foot is used to estimate total barrier cost. At locations where noise barriers were considered, barrier heights were studied up

TABLE 6

SUMMARY OF NOISE IMPACTS ANALYSIS

<u>NSA #</u>	<u>AMBIENT LEVEL</u>	<u>Leq W/O BARRIER</u>	<u>Leq W/ BARRIER</u>	<u>dBA ATTENUATION</u>	<u>LENGTH (FT.)</u>	<u>HEIGHT (FT.)</u>	<u>COST @ \$27/S.F.</u>	<u>SITE TYPE (NO. OF RESIDENCES BENEFITED)</u>
<u>SELECTED ALTERNATE - BUILD 2010</u>								
2	73	68	58	10	500	13	\$ 176,000	Residential (2)
6	51(Int)	56(Int)	47	7	480	14	\$ 181,000	Church (5)
7	70	70	60	10	2010	17	\$ 923,000	Residential (12)
12	70	71	61	10	530	19/11	\$ 216,000	Commerc./Resid. (3)

<u>NSA #</u>	<u>COST PER RESIDENCE</u>
2	\$88,000
6	\$36,200
7	\$76,900
12	\$72,000

III-28

49

to a maximum of 28 feet. The barrier height at which a 10 dBA reduction was achieved was considered the effective height. If a 10 dBA reduction could not be achieved at the maximum 28-foot barrier height, then the effect of the 28-foot barrier was addressed. A summary of the noise impact analysis is shown in Table 6.

(i) Noise Abatement Considerations at Specific Receptors

NSA 2 - 624 Lee Way - Two Residences

NSA 2 has a projected traffic noise level of 68 dBA, which exceeds the Federal noise abatement criterion by 1 dBA. A 2 section barrier with lengths of 155 feet and 345 feet and an average height of 13 feet would reduce the traffic noise level at this site by 10 dBA at an estimated cost of \$176,000. The cost per residence of the barrier is \$88,000. There is only a one dBA difference between the Build and No-Build levels. This barrier is not reasonable due to the above reasons and it is not recommended for further consideration.

NSA 6 - St. Matthews Lutheran Church

NSA 6 has a projected interior traffic noise level of 56 dBA which exceeds the Federal Noise Abatement Criterion for interior noise levels by 4 dBA. There is also a 6 dBA increase between the Build and No-Build levels. A 500 foot barrier 14 feet high would reduce the interior noise level due to traffic by 7 dBA to 49 dBA at a cost of \$181,000. For cost analysis a church is equivalent to 5 residences; therefore the cost per residence is \$36,200. This barrier is not feasible because of the need to provide vehicular and pedestrian access to the affected properties, which would reduce the effective insertion loss of the barrier to 2 to 5 dBA. Therefore it is not recommended for further consideration. Because most use of the church would be during off peak hours, particularly Sunday mornings, and the Church is air conditioned, noise levels would not exceed the Federal Criterion at those times.

NSA 7 - 1404 Churchville Road - 10 Single Family Residences

NSA 7 has a projected traffic noise level of 70 dBA, which exceeds the Federal noise abatement criterion by 3 dBA. There is also a 5 dBA difference between Build and No-Build levels. A 2010-foot continuous noise barrier with an average height of 17 feet would reduce the traffic noise level at this site by 10 dBA at an estimated cost of \$923,000. The cost per residence of the barrier is \$76,900. This barrier is not feasible because of the need to provide vehicular and pedestrian access to the affected properties which would reduce the effective insertion loss of the barrier to 2 to 5 dBA, and this barrier would not be reasonable due to the above reasons; therefore, it is not recommended for further consideration.

NSA 12 - 1609 Churchville Road - Three Single Family Residences

NSA 12 has a projected traffic noise level of 71 dBA, which exceeds the Federal noise abatement criterion by 4 dBA. A 530-foot continuous noise barrier with two sections of heights 19 and 11 feet would reduce the traffic noise level by 10 dBA at an estimated cost of \$216,000. The cost per residence for a barrier at this location is \$72,000. The difference between Build and No-Build levels is 4 dBA. This barrier would not be feasible because of the need to provide vehicular and pedestrian access to the affected properties, which would reduce the effective insertion loss of the barrier to 2 to 5 dBA. This barrier would not be reasonable due to the above reasons, therefore it is not recommended for further consideration.

(j) Conclusions

The cost per residence of providing noise barriers along MD 22 at the locations discussed ranges from \$36,200 to \$88,000. Although NSA 6 meets the State Highway Administration criterion of approximately \$40,000 per residence, provision of noise barriers at these locations would not be feasible because of the need to provide vehicular and pedestrian access to affected properties. Also, the noise criteria would not be exceeded when the church is most heavily used. During final design consideration will be given to provide sufficient landscaping to minimize impacts of proposed construction.

(k) 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 that 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 recreation 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 systems, etc.

(2) Air Quality Analysis

The air quality analysis indicated that the selected alternate for the proposed project would not result in any violations of the 1-hour and 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide in the estimated year of completion (1990) and the design year 2010 (See Table 7). Copies of the air quality analysis were provided to the U.S. Environmental Protection Agency and the Maryland Air Management Administration. Both agencies found that the project is consistent with the State Implementation Plan (SIP) for air quality (see letters in the Correspondence Section).

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

Carbon monoxide (CO) Concentrations* (PPM) at each receptor site are shown in the following table:

TABLE 7

REC. NO.	1990				2010			
	NO-BUILD		BUILD		NO-BUILD		BUILD	
	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR
1	2.8	1.3	2.9	1.3	3.2	1.4	3.2	1.4
2	3.4	1.4	3.5	1.5	4.1	1.6	4.3	1.7
3	2.7	1.2	2.7	1.2	3.0	1.3	3.1	1.4
4	3.1	1.3	3.1	1.3	3.6	1.5	3.7	1.5
5	4.1	1.6	4.9	1.9	5.4	1.9	6.5	2.3
6	3.6	1.5	3.6	1.5	4.3	1.6	4.5	1.7
7	3.2	1.4	3.3	1.4	4.6	1.6	4.9	1.7
8	2.4	1.2	2.6	1.2	2.9	1.3	2.9	1.3
9	2.5	1.1	2.6	1.1	3.0	1.3	3.0	1.3
10	2.7	1.1	2.4	1.2	3.0	1.3	2.7	1.3
11	3.5	1.4	3.0	1.5	4.5	1.7	3.7	1.8
12	3.6	1.5	3.1	1.5	4.6	1.8	3.8	1.9

* Including Background Concentrations

Note: The S/NAAQS for CO: 1 Hour - 35 PPM
8 Hour - 9 PPM

C. Positions Taken

1. Elected Officials

The County Executive of Harford County has stated support for the proposed improvements to MD 22 and has urged that construction funding take the highest priority. Support was also stated for other portions of the project outside the Selected Alternate limits. The Harford County Delegation to the General Assembly has concurred in the selection of the Hybrid Alternate for the section of MD 22 from Bel Air to MD 543, and in the decision to defer the selection of an alternate east of MD 543.

2. Citizens and Community Associations

The majority of comments submitted by local residents are concerned with the effects of a widened MD 22 on adjacent homes and properties, and are in favor of the No-Build Alternate. Many of the comments opposing the Build Alternates for MD 22 support the concept of a limited access highway on new location between Bel Air and Aberdeen. The Route 22 Corridor Association, representing residents along MD 22 and in nearby communities, has stressed environmental concerns in their support of the No-Build Alternate. The association has stated support for other portions of the project outside the Selected Alternate limits.

3. Agencies

Comments from Federal agencies have generally been neutral or in favor of a widening alternate along the existing alignment in order to reduce or minimize environmental impacts. The U.S. Department of the Interior supports the four lane divided highway alternate and the U.S. Environmental Protection Agency believes the five lane undivided alternate would most effectively meet environmental requirements. Both agencies have stated support for other portions of the project outside the Selected Alternate limits. Areas of agency concern regard potential impacts to 4(f) resources, wetland areas, fish and wildlife resources, groundwater (effects on wells) and noise impact.

Comments received from various State agencies generally have not indicated a position concerning the alternatives for MD 22, but that the project is consistent with regional plans, programs and policies. The Harford County Government and the Town of Bel Air strongly support the project and feel that Segment One should be given the highest priority. Segment One includes the section of MD 22 from Shamrock Road to east of MD 543. The County has not developed a final position on Segment Two of the overall project.

D. Team Recommendations

The Project Planning Team recommends the selection of a combination of the four lane divided and the five lane undivided highway alternates for the reconstruction and widening of the existing MD 22 from Shamrock Road in Bel Air to east of MD 543 (Fountain Green Road). The four-lane divided section would extend from Shamrock Road to Briarhill Drive and then transition to a five lane highway to Moores Mill Road. From Moores Mill Road, the planning team recommends the four lane divided section as the selected alternate to Hillside Drive and a five lane undivided highway from Hillside Drive to east of MD 543. This combination of alternates (Selected Hybrid Alternate) will provide the necessary roadway capacity and minimize adverse environmental impacts by containing the proposed improvements for the most part within the existing right of way. The Selected Hybrid Alternate is compatible with local plans and is supported by Harford County and the Town of Bel Air.

IV.

**PUBLIC HEARING
COMMENTS**

IV. PUBLIC HEARING COMMENTS

A Combined Location/Design Public Hearing for this project was held on April 22, 1987 at the John Carroll High School in Bel Air. The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comment on the project. The total MD 22 project, from Bel Air to I-95 at Aberdeen, was presented at the hearing and forty persons made statements following the presentation by SHA personnel.

The following is a summary of the comments made at the hearing and the responses given by the SHA. An official transcript of all comments made at the hearing was prepared and is available for review in the offices of the Project Development Division, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received after the Public Hearing are contained in the Correspondence section of this document along with the appropriate SHA response.

- 21 speakers supported the "No-Build" alternate for Maryland Route 22.
- 6 people spoke against the Churchville southern by-pass alternates.
- 9 people spoke in favor of a new limited access highway from Bel Air to Aberdeen similar to the old Maryland Route 23 proposals.
- 1 person supported improving Maryland Route 22 from Bel Air to Maryland Route 543.
- 1 person suggested improved public transportation to alleviate traffic problems.
- 1 person spoke in favor of a new connection to Maryland Route 155.
- Several of the speakers also made comments how the alternates under consideration directly affected their property and/or local community.

a. Ms. Mary Ellen Dore, Tidewater Administration, Fisheries Division

Comment: Concerned over impacts to wetlands and streams.

Response: See responses to Written Comments from Tidewater Administration, Fisheries Division in the Correspondence Section of this document.

b. Steve Green

Comment: Concerned over impact to residences along MD Route 22 between Tudor Lane and Prospect Mill Road by the build alternates.

Response: The selection of an improvement alternate east of MD Route 543 has been deferred. This comment will be more fully considered during the planning for the type of improvements to be recommended for MD 22 east of MD 543.

c. Dr. Wilfred B. Hathaway, Chairman, Route 22 Corridor Association Steering Committee

Comment: Supports a new controlled access highway from Bel Air to I-95, MD Route 155 Connection Alternate D and the no-build along MD Route 22.

Response: After the public hearing a review of the original MD 23 alignments was conducted to determine the feasibility of constructing MD 22 on new location. Intensive residential development has effectively eliminated the MD 23 alignments from further consideration for use as a transportation corridor. Since a corridor on new location no longer exists for the relocation of MD 22 from Shamrock Road to east of MD 543, the only reasonable alternative is to reconstruct and widen the existing road. The only Build Alternate selected for MD 22 is in this section. East of MD 543 a decision on the selection of an alternate has been deferred pending further study.

d. Roy A. Zerwelly

Comment: Concerned over loss of access to MD 22 at St. Matthew's Church and effect of the proposed Brierhill Road extension on the church property.

Responses:

- (1) Access to church property from MD 22 will not be affected.
- (2) The Brierhill Road extension is a County project.

e. Donald Hines

Comment: Concerned about the effects of the southern bypass Alternate A on his property.

Response: The selection of an improvement alternate east of MD Route 543 has been deferred. The Alternate A alignment may be able to be revised to reduce impacts on property.

f. Millard Commer

Comment: New road should be built where only a few people are displaced or widen and curb existing road.

Response: Following the public hearing a review of the old MD 23 alignments was conducted to determine the feasibility of constructing MD 22 on new location. Residential subdivision development on the east side of Bel Air makes impractical the relocation of MD 22 from Bel Air to east of MD 543. In this section a decision has been made to reconstruct the existing highway on its own location. The use of curbs will permit the reconstructed highway to remain for the most part within the existing right of way. The reconstruction of this section of MD 22 will not require the relocation or displacement of any persons or businesses. East of MD 543 a decision regarding the selection of an alternate for MD 22 has not been made pending the results of further study. As noted above and in the response to Dr. Wilfred B. Hathaway, intensive residential development has effectively eliminated the original MD 23 corridor from further consideration for a new highway.

g. Roger Bowman

Comment: Supports a new highway for the MD 22 corridor similar to the new MD 24.

Response: The only build alternate that has been selected for MD 22 is for the section from Shamrock Road to MD 543 where the decision was made to reconstruct and widen the existing highway. Residential development in this area has caused this to be the only reasonable alternative. East of MD 543 a decision regarding the selection of an alternate has not been made pending further study. Although a review of the old MD 23 study has concluded that the proposed alignments for that project are no longer suitable for a transportation corridor, the feasibility of relocating MD 22 from a point east of MD 543 as a new highway similar to MD 24 will be considered.

h. Marian Jackson

Comment: Supports no-build along MD 22 and new controlled access highway.

Response: An analysis of the original proposed MD 23 alignments has revealed that due to intense residential development on the east side of Bel Air, the only reasonable alternative is to reconstruct the section of MD 22 from Shamrock Road to east of MD 543 on its own location. The proposed improvements to MD 22 in this section will consist of a combination of the four lane divided and the five lane undivided highway alternates. East of MD 543, a decision on the selection of an alternate has been deferred pending further study. The feasibility of constructing MD 22 as a new controlled access highway from a point east of MD 543 will be investigated during those studies.

i. John Kineke

Comment: Supports new East-West Controlled Access Highway.

Response: The Selected Alternate for MD 22 is only for the section from Shamrock Road to east of MD 543 where development has left its relocation impractical. East of MD 543, the decision on an alternate for MD 22 has been deferred pending additional studies. The improvements proposed for MD 22 between Shamrock Road and MD 543 will cause the reconstructed highway to operate at an acceptable level of service thru the design year of 2010. The additional studies to be performed will include an investigation to determine the feasibility of constructing a new highway on relocation from a point east of MD 543.

j. Gary Scholl

Comment: Need sidewalk on south side of road from Bel Air to John Carroll High School. Supports new limited access highway between Bel Air and Aberdeen.

Responses:

- (1) The Bureau of Highway Design will evaluate the right of way requirements and feasibility of constructing a sidewalk along the south side of the road from Shamrock Road to John Carroll High School.
- (2) The selection of an improvement alternate east of MD 543 has been deferred.

60

k. Frank J. Kragl, Jr.

Comment: Opposes southern bypass Alternate "B". Concerned with the effects of this alternate on homelands. Favors connecting Bel Air to I-95 with a more direct route.

Response: A decision regarding a southern bypass alternate has been deferred. The only decision made on MD 22 is to reconstruct the existing road on its own location between Bel Air and MD 543 where intensive development has made this the only reasonable alternative. East of MD 543 the selection of an alternate for MD 22 has been deferred pending the outcome of additional studies. While a direct connection between Bel Air and I-95 on a new location is no longer feasible because of development in the corridor, the possibility of relocating MD 22 from a point east of MD 543 will be investigated during the additional studies. The comments regarding the effects of bypass Alternate "B" will be considered at such time that a decision is made.

l. Tom Eichenberg

Comment: Concerned about noise level from trucks.

Response: A noise analysis has been prepared for this project. (See pages III-19 & III-30 of this document). The purpose of the proposed improvements to MD 22 is to accommodate all vehicles, including trucks. Intense residential subdivision development on the east side of Bel Air has not left open a new transportation corridor; therefore the only reasonable alternative for MD 22 easterly to MD 543 is to utilize the existing alignment and reconstruct the highway. Truck traffic cannot be prohibited from using the road.

m. Bob Lynch

Comment: The southern bypass alternates were not requested by Harford County in 1980 and they are not in accord with the 1977 Master Plan. Also concerned with impacts of the southern bypass alternates on agricultural land.

Response: A determination on the Churchville By-pass has been deferred pending additional study. This comment will be considered during those studies.

61

- n. Dennis Beattie - Representing Friendship Heights Development

Comment: Concerned about effects of by-pass Alternates A and B on their community. Supports Route 22 Corridor Association's proposal and the No Build Alternate.

Response: A decision concerning the southern bypass alternates has been deferred pending further study. This comment will be considered and more fully addressed following the outcome of those studies and when a decision is made. Following the public hearing a review of the original MD 23 alignments was conducted to determine the feasibility of relocating MD 22 to a new alignment between Aberdeen and Bel Air; however intense residential development has effectively eliminated any such corridor. The only Build Alternate selected for MD 22 has been for the section between Shamrock Road and MD 543 where the only reasonable alternative is to reconstruct the existing road on its own location. Any new alignments that are determined to be feasible for the segments of MD 22 on which the decisions have been deferred would connect with the existing MD 22 corridor at a point east of MD 543.

- o. George Baker, Chairman, Board of Directors for the Baker Company

Comment: Concerned with impacts of proposed highway improvements on Baker Cemetery, and supports No-Build Alternate.

Response: The selection of an improvement alternate east of MD 543 has been deferred pending the outcome of further studies. At such time as a decision is made the location of the cemetery, and any potential impacts to it will be fully considered in the selection of an alternate for MD 22. The only section of MD 22 on which a decision has been made is from Shamrock Road to east of Bel Air. There is a critical need for the proposed improvements in that area. See page III-1 of this document for a discussion of that need.

- p. Robert Deas

Comment: Supports the No-build Alternate for MD 22 and urges reactivation of the MD 23 Extended project.

Response: Following the public hearing a review of the MD 23 Extended alignments was conducted to determine the feasibility of constructing MD 22 on new location. The alignments that were once considered for the extension of MD 23 have been effectively eliminated because of

62

alignments that were once considered for the extension of MD 23 have been effectively eliminated because of subdivision development. The only reasonable alternative for the section of MD 22 between Shamrock Road and MD 543, because of development, is to reconstruct the existing road on its own location. East of MD 543 the selection of an alternate was deferred in order to perform additional studies. The relocation of MD 22 from a point east of MD 543 will be considered during these studies.

q. Scott Krebs

Comments: Opposes construction of a southern Churchville Bypass and concerned with effects of alternates on adjoining area.

Response: A decision on the Churchville Bypass has been deferred. The concerns expressed in comments regarding wildlife, house values, flooding, noise and air pollution will be fully considered and addressed at such time that a decision is made.

r. John Scarborough

Comment: None of the proposed alternates are the best solution.

Response: A build alternate has only been selected for the section of MD 22 from Shamrock Road to east of MD 543. This alternate, a combination of the four lane divided and the five lane undivided alternates, was selected as the only reasonable alternative in this area and will adequately serve the current and future transportation needs while minimizing impacts to the environment. Decisions on the remaining sections of the project east of MD 543 have been deferred pending the outcome of additional studies.

s. Patricia J. Hathaway, Secretary, Route 22 Corridor Association

Comment: Concerned over the effects the build alternates along the existing route would have on the quality of life of the residences and businesses, i.e. increased noise, vehicle exhaust.

Responses:

- (1) The Selected Alternate has been planned and will be designed to minimize environmental impacts. The existing State Highway Administration right of way has

63

been used to the extent possible. A noise analysis has been completed for the project and the results are discussed on pages III-19 to III-30 of this document.

- (2) No violations of the State/National Ambient Air Quality Standards will occur for the No-Build or any of the Build Alternates being considered for the projected year 2010 traffic. Both the ambient and projected noise levels are analyzed so that the worst case noise levels are determined.

t. Sue Fuller

Comment: Supports the No-Build Alternate

Response: The selection of an improvement alternate for MD 22 east of MD 543 has been deferred. There is a critical need for the proposed improvements between Shamrock Road and MD 543 included in the Selected Build alternate for that section. See pages III-1 and III-8 of this document for a discussion of the need and a description of the Selected Alternate.

v. Jim O'Brien, President, Fountain Green Community Association

Comment: Supports the No Build Alternate and Dr. Hathaway's proposals.

Response: The selection of an improvement alternate for MD 22 east of MD 543 has been deferred. There is a critical need for the proposed improvements included in the Selected Alternate for the section between Shamrock Road and MD 543. The need for the proposed improvements to this section of highway and a description of the Selected Alternate are discussed on pages III-1 and III-8 of this document.

v. Dave Raney - Director of Public Works, Town of Bel Air

Comment: Supports the build alternate from Bel Air to MD Route 543. Recommended a sidewalk on one side of the road from Bel Air to Brier Hill Apartments.

Response: A combination of the four-lane divided and five-lane undivided highway alternates has been selected for the portion of the project from Bel Air to east of MD 543. Final design is scheduled to begin during May, 1988. The Bureau of Highway Design will evaluate the right of way requirements and feasibility of constructing a sidewalk along the south side of the road from Shamrock Road to John Carroll High School.

64

w. Thomas Marshall, Attorney for Owners of Church Mouse Meadows

Comment: Opposes southern bypass Alternates A and B because of effects on clients farm.

Response: A decision has been deferred regarding the selection of an alternate for a southern Churchville Bypass pending further study. At such time that a decision is made the comment will be fully considered.

x. Paul Hines

Comment: Supports restudying the MD 23 project, and is concerned about southern Churchville Bypass Alternate "A" bisecting his farm. Also concerned with lack of notification about project.

Response: After the public hearing the feasibility of using the original MD 23 alignments that proposed a new highway were reinvestigated. The only Build Alternate selected for MD 22 is from Bel Air to east of MD 543 where development has made it impractical to consider relocating the highway. East of MD 543 a decision on improving MD 22, including the selection of a southern Churchville Bypass has been deferred pending further studies. Any new relocation alignments found to be feasible would connect to the existing MD 22 corridor east of MD 543. The comments regarding the effects of a bypass alternate on his farm will be considered at such time as an alternate is selected. Regarding the notification of concerned citizens, the State Highway Administration will review the project mailing list to assure that all affected property owners receive notice of future events regarding this project.

y. Sally Izonofskis

Comment: Suggested studying public transportation.

Response: Public transportation was given consideration during the study. However, there are no predominate destinations for the vehicles using MD 22. In order to be effective and to be used there must be central destinations for public transportation.

z. Charles Wirsing

Comment: Concerned about effects of southern Bypass Alternates "A" and "B" on his property and the possible division of farm and woods; also concerned about Baker Cemetery.

65

Response: A decision on the Churchville Bypass has been deferred pending the outcome of further studies. The comment will be fully considered at such time as a decision is made. See response to comment "O", regarding Baker Cemetery.

aa. John Ferrare, Representing Oak Grove Baptist Church

Comment: Concerned with effects of road construction and new highway on Church. Supports the No-Build Alternate.

Response: The selection of an alternate for MD 22 east of MD 543 has been deferred pending the outcome of further studies. The effects on the Church, including any adverse impacts, will be fully considered when the decision is made regarding the selection of an alternate for MD 22 east of MD 543.

bb. Katie Dallum

Comment: Favors the No-Build Alternate and concerned with population and land use issues in Harford County.

Response: The purpose of the MD 22 project is to improve the flow of traffic as efficiently and safely as possible between Bel Air and Aberdeen. Population growth and land use issues are a function of the Harford County Government. The selection of an improvement alternate for MD 22 east of MD 543 has been deferred pending the outcome of further studies. There is a critical need for the section of MD 22 from Shamrock Road to east of MD 543 on which a Build Alternate was selected. See pages III-1 and III-8 of this document for a discussion of the need and a description of the Selected Alternate.

cc. Dolphus Farmer

Comment: Support MD 23 as a solution.

Response: The selection of an improvement alternate for MD 22 east of MD 543 has been deferred. After the public hearing the original MD 23 alignments that proposed a new highway on new location were reviewed. Much of the proposed MD 23 corridor has now been filled by residential development and can no longer be considered as a transportation corridor. The only build alternate selected for MD 22 is from Shamrock Road to east of MD 543.

66

dd. Theresa Pierno

Comment: Development has caused the need to expand MD 22.

Response: Development is controlled by Harford County and the Town of Bel Air. The function of the State Highway Administration is to address the transportation needs of the area. The only Build Alternate that has been selected is for the section of MD 22 from Shamrock Road to east of MD 543, where the only reasonable alternative is to utilize the existing alignment. East of MD 543 decisions on how to proceed have been deferred.

ee. Kathleen Kranowski

Comment: Supports the No Build Alternate for MD 22.

Response: The selection of an improvement alternate for MD 22 east of MD 543 has been deferred. There is a critical need for the improvements proposed under the Selected Alternate for the section of MD 22 from Shamrock Road to east of MD 543. See page III-1 and III-8 of this document for a discussion of the need and a description of the Selected Alternate.

ff. Ron Stucker

Comment: Supports no-build for MD 22 and Alternate D for the MD 155 connection.

Response: A decision on the selection of an alternate for MD 22 east of MD 543 has been deferred. The only alternate selected for the improvement of MD 22 is for the section between Shamrock Road and MD 543, where there is no other reasonable alternative except to reconstruct the existing road. A determination on the future alignment of a southern Churchville Bypass has also been deferred pending additional study. This comment will be fully considered during those studies.

gg. Lois Styre

Comment: Inquired how the build alternates would affect her property.

Response: Ms. Styre discussed her concerns with a State Highway Administration representative at the public hearing after pointing out the location of her home on the maps used as public hearing displays.

67

hh. John Kineke

Comment: Requested definition of 80' minimum right of way.

Response: This comment is fully addressed by the Hearing Officer in the Public Hearing Transcript

ii. Steve Green

Comment: Even with improvements to MD 22, another road will still be needed.

Response: All of the build alternates for MD 22 will adequately handle projected traffic volumes thru the design year 2010 with an acceptable level of service, except in the area of Churchville where an alternate bypass route will be needed, along with improvements to the existing roads.

jj. Margaret Marshall

Comment: Concerned with effects of southern Bypass Alternate "A", and with what happens after the public hearing.

Response: The selection of an alternate for improving MD 22 east of MD 543 and of a southern Churchville Bypass alternate has been deferred pending additional studies. All comments received at, and as a result of, the public hearing are reviewed and a recommendation made to the State Highway Administrator. The decision to defer the selection of an alternate east of MD 543 was made as the result of comments received at the public hearing.

kk. Mr. Conner:

Comment: Have there been any studies for alternate routes for a controlled access highway? Why were they discontinued?

Response: MD Route 23 extended was studied during the period from 1976 to 1979. Harford County recommended that the project be deleted from the 1980 Highway Needs Inventory (Draft). Following the April 12, 1987 Public Hearing for MD 22 the original alignments for the extension of MD 23 were again reviewed to determine the feasibility of constructing MD 22 on new location. Intensive residential development has effectively eliminated this corridor from further consideration.

68

ll. Charles Wirsing

Comment: Concerned with division of farm and landlocked parcel if road is built.

Response: The Hearing Officer requested a representative of the SHA's Office of Real Estate to discuss this issue with Mr. Wirsing at the Public Hearing.

mm. Doug Rockwell

Comment: Why were MD 23 studies discontinued and the concept of an East-West Highway abandoned?

Response: MD 23 extended was studied during the period from 1976 to 1979. Harford County recommended that the project be deleted from the 1980 Highway Needs Inventory (Draft). Following the Public Hearing on April 12, 1987, the MD 23 project was again reviewed to determine the feasibility of constructing MD 22 on new location, however residential development has effectively eliminated the corridor from further consideration.

nn. Mirian Jackson

Comment: State owns property between Aldino-Stepney Road to I-95 that was originally purchased for the extension of MD 23.

Response: Any property that the State Highway Administration may have purchased for future right of way needs would be considered in the selection of an alternate for MD 22. If it should be determined that any property which the SHA may own is no longer needed for a right of way or other highway needs, then it would be treated as excess property according to applicable law.

V.
CORRESPONDENCE

V. CORRESPONDENCE

A. WRITTEN COMMENTS RECEIVED SUBSEQUENT TO THE
COMBINED LOCATION/DESIGN PUBLIC HEARING AND RESPONSES

A. Written Comments

Written statements and comments were received from 55 interested parties after the Hearing. A summary of the statements received is as follows:

a. Supports No-Build Alternate for MD Route 22

- | | |
|------------------------------|------------------------------|
| Mr. Charles E. Bradford, Sr. | Ms. Patricia Harman |
| Mr. & Mrs. Mark Apicella | Mr. Paul Hines |
| Mr. Thomas R. Baine | Ms. Eunice Kalb |
| Ms. Clara Belli | Mr. & Mrs. John Kineke, Jr. |
| Mr. & Mrs. Joseph Blume | Ms. Anna E. Martin |
| Mr. & Mrs. Cloyce B. Bodt | Ms. Darlene Martin |
| Mr. Joseph Bond | Mr. Robert L. Martz |
| Mr. Frank A. Buckley | Mr. & Mrs. John Pollock |
| Kathleen & Joseph Chronowski | Ms. Donna Renner |
| Mr. & Mrs. Joseph Cosenza | Mr. Ronald E. Rhinehart |
| Mr. Dolphus Farmer | Mr. Conrad L. Swann (Seg. 3) |
| Mr. & Mrs. Lacy Francis | Mr. H. Miller Searborough |
| Ms. Janet Garland | Mr. & Mrs. John Trompeter |
| Ms. Monica M. Glum | Ms. Brenda White |
| Mr. Stephen H. Green | Mr. & Mrs. John R. White |
| Ms. Patricia Hapemann | |

b. Opposes southern by-pass alternates

- Mr. David K. Brown
- Dr. & Mrs. Bruce P. Burns
- Mr. Edward V. Goetz
- Mr. Joseph C. Louch
- Mr. Bruce B. Pennington

c. Supports one of the southern by-pass alternates:

- Mr. & Mrs. Cloyce B. Bodt

d. Supports new controlled access highway from Bel Air to Aberdeen:

- | | |
|----------------------------|-----------------------------|
| Mr. Charles E. Bradford | Mr. James Renner |
| Mr. Thomas R. Baine | Mr. & Mrs. Michael Hart |
| Mr. Frank A. Buckley | Mr. Paul Hines |
| Dr. & Mrs. Bruce P. Burnes | Mr. & Mrs. John Kineke, Jr. |
| Mr. Dolphus Farmer | Mr. Robert L. Martz |
| Mr. & Mrs. Lacy Francis | Mr. Conrad L. Swann |
| Mr. Stephen H. Green | Mr. & Mrs. John Trompeter |
| Mr. Gerald G. Grimes | |

e. Supports Alternate D for Connecting MD Route 22 to MD Route 155:

- Ms. Monica M. Glum
- Mr. Gerald G. Grimes
- Mr. Paul Hines
- Mr. H. Miller Searborough
- Mr. & Mrs. Cloyce B. Bodt

- 72
- f. Supports Glenville Road alternate for the MD 155 Connection:
Mr. Robert L. Huddleston
 - g. Supports Four-Lane Divided Highway and new connection to MD 155:
Mr. Ted M. Jenkins
 - h. Supports Five-Lane Undivided Highway and MD 155 Connection Alternate C-2, Option 1:
Mr. Dean M. Larsen
Mr. Joseph C. Louch
 - i. Supports MD Route 155 Connection C-2, Option 1:

Mr. & Mrs. Frank J. Vykol

Response to a through i:

A combination of the four-lane divided and five-lane undivided highway alternates has been selected for the portion of the project from Bel Air to east of MD 543. The selection of an improvement alternate for the remainder of the project has been deferred until the new MD 543 - I-95 interchange is completed and the effects of the new facility on MD 22 are evaluated and Harford County completes the review of the County's Comprehensive Land Use Plan.

- j. Mr. Ralph Bench

Comment: Supports No-Build for Segment 1.

Response: The high level of residential growth between Bel Air and MD 543 make it necessary to improve MD 22 between these limits.

- k. Ms. Eileen V. Brown/Ms. Christina M. Brown

Comment: What steps are being taken to safe guard against noise level, air pollution, ecology, property loss, water problems?

Response: The above items have been analyzed and are addressed in the Draft Environmental Impact Statement for the MD 22 project and in Section III of this document (Finding of No Significant Impact) for the Selected Alternate, from Shamrock Road to east of MD 543. The Selected Alternate has been planned and will be designed to minimize environmental impacts.

- l. Mr. and Mrs. Borge Christensen

Comment: Concerned over effect southern by-pass Alternate B would have on their property.

Response: The selection of an improvement Alternate east of MD Route 543 has been deferred.

m. Mr. and Mrs. John J. Iranauskas

Comment: Will open drainage course along west side of property continue as an open ditch?

Response: Yes. No improvements are planned in vicinity of this property at the present time.

n. Mr. and Mrs. Olbert M. Pritts, Jr.

Comment: General comments and questions concerning property values, air pollution, noise barriers, basis of need, traffic congestion, etc.

Response: The above items have been analyzed and are addressed in the Draft Environmental Impact Statement for the MD 22 project and in Section III of this document (Finding of No Significant Impact) for the Selected Alternate, from Shamrock Road to east of MD 543. The Selected Alternate has been planned and will be designed to minimize environmental impacts.

o. Mr. Douglas Rockville

Comments: General comments pertaining to the following:

- (1) Relationship between crime rate and highways.
- (2) Effect of improving MD Route 22 on property values.
- (3) Displaced homes and proximity damages.
- (4) Speed limit
- (5) Noise levels
- (6) Truck traffic

Responses:

- (1) No specific studies were performed in the environmental analysis on the relationship of highway improvements to changes in crime rates.
- (2) Changes to property values as a result of proposed roadways are not measured. Historically, most property increased in value over time.
- (3) The number of homes displaced by the proposed roadway considers only those homes which lie within the right-of-way for the roadway and the ones where grading easement extend into the foundation of a home.
- (4) The reconstructed segments of Maryland Route 22 will be posted for a speed limit no higher than 45 mph. Local and state policing agencies are responsible for monitoring and enforcing the speeds being driven.

(5) Noise projects are site specific and cannot be replicated in a contained setting, as in a public auditorium.

(6) All roadways on the state system must allow for the passage of trucks and therefore must be designed to accommodate them.

p. Mr. Charles E. Wirsing

Comment: Proposes that service roads be provided on each side of the roadway if a southern by-pass alternate is selected.

Response: Service roads are usually not cost effective. It usually costs less to buy the severed parcel of land than it does to buy additional right of way and construct service roads.

q. Mr. Robert A. Zurwelle

Comment: Supports improvements for Segment 1 providing left-turn access is provided to St. Matthews Lutheran Church.

Response: The selected alternate proposes a five-lane undivided highway from Briarhill Drive to Moores Mill Road and will not affect access to the Church.

3/19/87

Dear Mr. Pedersen,

Please put us on the mailing list for information of reconstruction of Md Rt 22 with a bypass of Churchville. We have just bought a house on Grafton Lane and are concerned how close the new road will be to our home.

Sincerely,

Mrs. Wesley Marshall
2907 Grafton Lane
Churchville, Md 21028

MAR 23 1987

RECEIVED

MAR 20 1987

Division of State
Planning & Public Works Administration

ENTERED ON
MAILING LIST

MR & MRS JOHN R. WHITE
1837 CHURCHVILLE RD.
BEL AIR, MD 21014

1837 Churchville Road
BelAir, Maryland 21014
March 25, 1987

76
PROJECT
DEVELOPMENT
DIVISION
MAR 27 1 56 PM '87

Mr. Randy Aldrich
Project Manager
State Highway Planning
707 North Clavert Street
Baltimore, Maryland 21202

Dear Mr. Aldrich:

In regards to the Route #22 corridor project I would appreciate your clarifying the following questions:

1. Will my residence be affected in displacement? (1837 Churchville Road)
2. How much of my land will be given up in both the four lane and five lane proposals?
3. Will reassessments of property be done for homeowners?
4. Will the state pay for shubbery and landscaping need by individual homeowners to reduce noise/emissions and possible intrusion of vehicles?
5. What is the purpose of a truck turnaround? Will it be across from my residence?
6. Will well relocation be paid for by the State if the need exists?
7. Did real estate companies receive notification before June 1, 1986 to acknowledge to new prospective buyers on Route 22 of the proposed projects?
8. Is my house the Jeffrey house mentioned in the historical registry? If so what affect would that have to me?
9. Where would the storm ditch be relocated in proximity to my house?
10. If insurance rates on my house go up due to the closer proximity of the roadway will the State pay that incurred cost?
11. Will the gas and electric utility easement near my property be moved closer to my residence?
12. What amount of disruption to homeowners is anticipated during construction i.e.: entry/egress from the residence?
13. If storm water runoff is increased due to the widened road surface and closer proximity of the storm ditch will homeowners be given payment for basement water damage incurred?
14. Will the driveway entrances to residences be given special accessibility road cuts due to the volume of traffic?

Letter to Mr. Randy Aldrich
Page two

- 15. Will driveway markers be provided for highlighting the driveways?
- 16. Will the speed limits in any area of the project be increased/decreased?
- 17. Will the traffic lites be synchronized to match the volume of traffic by computer electronic eye monitoring?
- 18. Will emergency vehicles be given breaks "openings" in the road barrier?
- 19. If storm windows and or sound proofing materials are needed to alleviate road noise will the State pickup the cost?
- 20. Will roadway lighting be increased? If so how and to what extent?
- 21. Would concrete wall type noise abatement barriers be considered and if so to what degree? (i.e.: height)
- 22. During inclement (snow) weather snow/ice dirt is now thrown up on my porch by large plows. Will this problems be exacerbated by the closer proximity of the roadway?
- 23. If I cannot secure a fair-market sale value of my residence due to the roadway i.e.: if constructed. Will the state buy my residence and/or supplement any loss I would take?

I look to your keen review and clarification of the aforementioned questions.

Sincerely,



John R. White and Carole White

cc: Dwight Stone, Atty.

78

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

Contract No. H 656-000-471
PDMS No. 123007

MAY 1 10 03 AM '87

Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

No. NAME Carole White DATE 4/26/87

PLEASE PRINT ADDRESS 1837 Churchville Rd
CITY/TOWN Bel Air STATE Md ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

I am against the widening of Rd 22. It will destroy the rural road character of Churchville Rd.

My husband and I bought our home in June of 1986 and have spent a fortune restoring its Victorian charm.

We do not want to live on a "freeway for trucks". There will be no quality of life here if the road is torn a few feet from my front porch.

We agree with the Rd 22 corridor association and Dr. Hahnway's suggestion and vote for the "NO BUILD" alternative.

Sincerely,

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List. Carole White

JOHN R. WHITE
1837 CHURCHVILLE ROAD
BELAIR, MARYLAND

19

State Highway Dept.

#21014

I have carefully reviewed all data on the 22 Corridor project and can only find the route intersection improvements necessary. The "NO-BUILD" approach appears to be the most logical step until future population density concerns are integrated into the planning.

The disruption of the "rural character" of Churchville by a 4 or 5 Lane roadway will void the now pleurant country stature of this area.

The non-displaced homeowner will definitely be affected by the poor to miserable "quality of life" living conditions i.e. traffic, noise, pollution, litter and increased accidents.

I look to youg keen understanding of why the no-build approach must be taken.

PROJECT
DEVELOPMENT
DIVISION
MAY 6 9 39 AM '87

sincerely

John R. White

1837 Churchville Rd
Belair, Md 21014



Maryland Department of Transportation

State Highway Administration

80

William K. Hellmann
Secretary

Hal Kassoff
Administrator

June 12, 1987

RE: Contract No. H 656-000-471
Maryland Route 32 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. John R. White
1837 Churchville Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. White:

I am responding to your letters of March 25, 1987 and April 26, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. The comments you have provided will be given thorough consideration as we recommend a preferred alternative.

At this time, we have funds only to complete this planning study. No funds are available to purchase right-of-way or to construct any of this project.

In the letter you wrote prior to the public hearing, you asked a series of questions about the project. I have answered these questions below in the order you provided them.

1. There is no displacement of your residence at 1837 Churchville Road.
2. Neither of our build alternatives require any additional right-of-way from your property. Also, there are no grading easements required of your property.
3. The State Highway Administration will not do an assessment of your property.
4. A landscaping plan will be investigated if studies proceed on this project. At this time, we cannot determine if the plan would involve your property.

V-11

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. and Mrs. John R. White
June 12, 1987
Page 2

81

5. Truck turnaround areas are being investigated for the four lane divided alternative. Our modifications of the typical roadway section of this alternative to reduce impacts to the alignment of the existing roadway has made it difficult for certain trucks (ie: beverage delivery truck) to execute a U-turn. We are investigating placement of a turnaround on the opposite side of the roadway approximately 1000 feet east of your property.
6. We foresee no impact to your existing well. However, if there are impacts, the State Highway Administration will pay for providing another well.
7. Public notices have been issued and printed in local newspapers about this project. Unless specifically requested by an individual realtor, we do not issue public notices to real estate companies.
8. Coordination with the Maryland Historical Trust indicates that your residence is not on or eligible for the National Register of Historic Places.
9. We have proposed a closed drainage system for the build alternatives. There will not be a ditch in front of your home.
10. In both of our build alternatives the roadway will not lie any closer to your home.
11. We anticipate moving the utility easement approximately 5 to 10 feet toward your home.
12. Throughout the construction of either of the build alternatives, access will be maintained to your property at the point you currently access the roadway.
13. There will be no stormwater runoff to your property.
14. If the Four Lane Divided Alternative were to be selected, there would be no break in the median to access your property.
15. No driveway markers will be provided to highlight your driveway.
16. The speed limit in front of your property will be posted for a speed no higher than 45 mph.

Mr. and Mrs. John R. White
June 12, 1987
Page 3

17. In our studies, we have not investigated the timing sequence of the traffic signals on this roadway. Generally, we only investigate usage of this technique where signals are closely spaced.
18. Emergency vehicles will only be able to use the available openings ultimately provided in the median.
19. It is not the policy of the State Highway Administration to soundproof private dwellings.
20. If the project continues into the final design phase, roadway lighting will be investigated. We cannot determine at this time if there will be any change to the lighting near your property.
21. Due to the numerous driveways along the roadway, noise barriers are not practical and are not being considered.
22. Since the roadway will lie no closer to your home, we anticipate no change to snowplow impacts to your home.
23. We only purchase homes along roadway projects which lie within right-of-way required for the project.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:pb
cc: Mr. C. Robert Olsen

83

Frank J. Kragl, Jr.
213 Calvary Road
Churchville, MD 21028
March 26, 1987

Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

PROJECT
DEVELOPMENT
DIVISION
MAR 27 1 58 PM '87

Dear Sirs,

Could you please send to me, as soon as possible, any information concerning the proposed bypass around Churchville. Such information should include maps and anything that would be of help to me in understanding my position and connection with the above.

I wish to be placed on the project mailing list; and also would like to speak on behalf of my home and property at the scheduled April 22 hearing.

Looking forward to your reply. Thank you for your time and helpfulness.

Sincerely yours,

FRANK J. KRAGL, JR.

RECEIVED

MAR 27 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

84
PROJECT DEVELOPMENT DIVISION
Apr 13 10 05 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME ROBERT L. HUDDLESTON DATE 4/8/87

PLEASE PRINT ADDRESS 301 GLENVILLE ROAD
CITY/TOWN CHURCHVILLE STATE MD. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

If the southern bypass around Churchville (A or B) is completed first, perhaps the reduction of traffic through Churchville will indicate the relocation of the terminus of Rt. 155 is no longer necessary (connections C, C1, C2 or D). If, after subsequent reevaluation, it still appears that the junction of Rts 155 and 22 requires improvement, why not simply turn RD. 155 into the southern end of Glenville Road where it joins RD. 22? Small improvements to the roadway and a traffic signal at the junction of Glenville Road with RD. 22 would be all that is necessary. There wouldn't even have to be a sharp turn at this corner - Glenville Road already takes off at the proper angle. Little, if any, new land would be required, and no displacement of families or destruction of historic sites or farms. And, needless to say, a considerable saving in money will result.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-15

85



Maryland Department of Transportation

State Highway Administration

William K. Holman
Secretary

Hal Kasso
Administrator

May 8, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Robert L. Huddleston
301 Glenville Road
Churchville, Maryland 21028

Dear Mr. Huddleston:

This letter is in response to your correspondence of April 8, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the concerns you have expressed concerning the alignment for the connection between Maryland Route 22 and Maryland Route 155.

Early in the planning process, we investigated an alignment which used existing Glenville Road for the connection between the two roadways. Due to the projected traffic volumes and the residential character of Glenville Road which would be impacted if it were widened, we deleted the alignment from further consideration. Also, the forecasted traffic volume on the connection is independent of the traffic which would use the proposed Churchville Southern Bypass.

Thank you for your interest in the highway development process as it relates to this study. If we can provide further assistance, please contact us again.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

April 8, 1988 ⁹⁶

Dear Mr. Pederson,

I am a home owner on the Route 22 corridor outside Belair, between 543 and Thomas Run Road. I would like to know the to date status of widening the Route 22 highway so as I can better plan for relocation of shrubbery screening of my property.

I understand that only intersection improvements will be made at this time.

Your understanding and assistance is very much appreciated.

Sincerely,

John R. White, P.E.

JOHN R. WHITE

1837 CHURCHVILLE ROAD

BELAIR, MARYLAND

21014

RECEIVED

490
APR 12 1988

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



**Maryland Department of Transportation
State Highway Administration**

Richard H. Trainor ⁸¹
Secretary
Hal Kassoff
Administrator

April 27, 1988.

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. John R. White
1837 Churchville Road
Bel Air, Maryland 21014

Dear Mr. White:

This letter is in response to your recent correspondence pertaining to the project planning study on Maryland Route 22 (Churchville Road) between Bel Air and Interstate Route 95.

Your home lies on a segment of Churchville Road with no programmed construction activities. Project planning in the segment of the Maryland Route 22 corridor where your home is located has been indefinitely suspended while Harford County reassesses land use plans and updates its transportation network in its General Plan. There are other portions of the corridor where construction activities are programmed. Construction of intersection improvements at Moores Mill Road, Maryland Route 543, Prospect Mill Road, Thomas Run Road, and Maryland Route 136 should begin later this year. Also, the reconstruction and widening of Maryland Route 22 between Bel Air and Maryland Route 543 is scheduled to begin in 1992.

Thank you for your interest in the highway development process as it relates to this project. Please contact me or Mr. Randy Aldrich, the project manager, if you should have any additional questions. Mr. Aldrich's telephone number is 333-1139.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: Mr. Louis H. Ege, Jr.
Mr. J. Robert Olsen

V-18

My telephone number is (301) 333-1110



PROJECT
 Paul & Emily Hines
 2915 Coale Lane
 Churchville, MD 21028
 10 05 AM '87

STATE HIGHWAY ADMINISTRATION
 QUESTIONS AND/OR COMMENTS

Contract No. H 656-000-471
 PDMS No. 123007
 Location-Design Public Hearing



Paul
 2915 Co.
 Churchville,



BISON

BUNNIES



CEDARVALE FARM

NAME

2915 COALE LANE • CHURCHVILLE, MD 21028
 734-7467

DATE 4-8-87

PLEASE PRINT

ADDRESS



BERRIES

Paul & Emily Hines

DUCKS



and SWANS

E.

CITY/T

ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

Have been on mailing list for Rt 22 projects for many years; however, I did not receive a copy of the recent brochure. Please send me 5 copies to share with neighbors whose properties are adversely affected by Alternate "A" of Churchville southern by-pass as am I. It would bisect our family farm.

I have attended most previous meetings pertaining to Rt 22 studies and was told after the last meeting at Bel Air Middle School that southern routes had been abandoned. Since that time my son has replaced his mobile home on our farm with a permanent new 4 B.R. home that will be in the center of Alt A. Also I am raising a herd of North American Bison on our farm in an effort to preserve some of our American Heritage and increase the number of animals. This road will certainly have an adverse effect on their breeding and well being. I don't have room here to relate the many problems Alt A will create but will do so at the 22 Apr meeting. It would end the many school field trips

- Please add my/our name(s) to the Mailing List. and every Sunday of house visitors to our
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. form; would no longer be an educational experience for people from many states



BISON

BUNNIES



HIGHWAY ADMINISTRATION INQUIRIES AND/OR COMMENTS

89

CEDARVALE FARM

2915 COALE LANE • CHURCHVILLE, MD 21028
734-7467



BERRIES

Paul & Emily Hines

DUCKS



Project No. H 656-000-47

MS No. 123007

Design Public Hearing
Maryland Route 22
adj to Interstate Route 95
Friday April 22, 1987

PROJECT
DEVELOPMENT
DIVISION

MAY 10 02 AM '87

Carroll High School

NAME

DATE

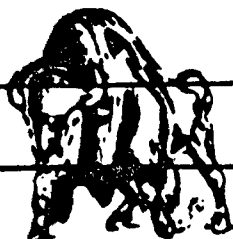
PLEASE
PRINT

ADDRESS

CITY/TOWN

STATE

ZIP CODE



Paul & Emily Hines

2915 Coale Lane

Churchville, MD 21028

I/We wish to comment or inquire about the following aspects of this project:

Please don't destroy the serene rural character of Churchville and central Harford County by transplanting a York Rd or another US Rt 1 onto Rt 22, then a few years later realize that this plan will not solve the problem - then go back to your previous (AND MORE FEASIBLE) plan to extend Rt 23 from Hickory area to I-95 at Aberdeen. Do that now and adapt the NO BUILD ALTERNATE for Rt 22 proposal.

When you complete the Rt 543 - I-95 interchange and re-build the Rt 24 interchange properly; much of the traffic between Bel Air and Aberdeen will use I-95 and Rt 543 or Rt 24. Rt 22 will then be adequate for local traffic. Alternate "D" is practical for Rt 155.

Please don't disturb our buffalo farm or demolish my son's home and cabin or bulldoze our first grandson's grave in our woods with Alternate A in segment 2.

Have you considered the safety of Rural Mail Carriers who have to deliver mail on Rt 22 every day? My wife is one of many. A four or five lane speedway would make her job

Please ~~add~~ ^{keep} my/our name(s) to the Mailing List.

Suicidal. NO BUILD for Rt 22

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Paul D. King



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kessoff
Administrator

May 8, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 22
PDMS No. 123007

Mr. and Mrs. Paul Hines
2915 Coale Lane
Churchville, Maryland 21028

Dear Mr. and Mrs. Hines:

I am responding to your letters of April 8 and 29, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your concerns regarding the alignment for the proposed Southern Bypass at Churchville. We will use this information as we continue our studies.

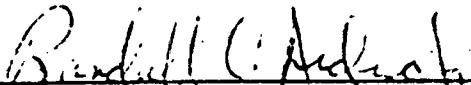
At this time, I wish to point out that we have funds only to continue this planning study. Funds to purchase right-of-way and construct any portion of this project have not been allocated. If and when funding has been approved, you will be notified via the project mailing list. This list has been amended to correct the omission of your name.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen :

V-21 333-1139

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech

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P.O. Box 717 / 707 North Calver St., Baltimore, Maryland 21203 - 0717

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
MAY 20 10 56 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME EDWARD V. GOETZ DATE 4/13/87

PLEASE PRINT ADDRESS 3055 GRAFTONS LANE
CITY/TOWN CHURCHVILLE STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

I live on Graftons Lane near Route 22. The Churchville Bypass (Plan A or B) would take a part of my yard. I am totally against either bypass. I do not want to have the traffic or noise and I have spent many hours trying to improve my yard - I do not want it reduced in size - even by a small amount. The alternatives appear to be less costly, do not take anyone's homes, do not destroy prime farmland or damage streams. They appear to be a more reasonable approach. Actually the re-routing of 155 probably would solve most of the traffic congestion (along with intersection improvements). Maybe the roadbed need not be widened at all!

Sincerely,
Edward V. Goetz

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kasso
Administrator

May 7, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Edward V. Goetz
3055 Graftons Lane
Churchville, Maryland 21028

Dear Mr. Goetz:

This letter is in response to your correspondence of April 13, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the concerns you have expressed regarding the alignment for the Southern Bypass Alternatives at Churchville, Option A and B. Your opposition to the bypass options will be given serious consideration in the decision making process.

At this time we are conducting Project Planning studies only and we will keep you abreast of further developments.

Thank you for your interest in the highway development process as it relates to this study. If we can provide further assistance, please contact us again.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

V-23

My telephone number is 333-1139

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

93

Contract No. H 656-000-471
PDMS No. 123007

Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT DEVELOPMENT DIVISION
APR 20 10 56 AM '87

NAME Joseph C. Couch DATE 15 April 87

PLEASE PRINT ADDRESS 3053 GRAFION, L.A.
CITY/TOWN CHURCHVILLE STATE MD ZIP CODE 21028

I wish to comment or inquire about the following aspects of this project:

Dear Sir: I am writing you in regard to the proposed changes in Md Route 22. I am especially concerned about the Churchville Bypass Plan A & B in segment #2. I am totally against these Bypasses for the following reasons. (1) Either Bypass A or B would come through the middle of my property 33+ acres along Shafter Lane & Route 22. This would separate my land into 2 parts, thus severely reducing its value as farmland now and possibly in the future. (2) The alternatives to a Bypass are less costly to the taxpayers. (3) The alternatives do not destroy anyone's home. (4) The alternatives do not destroy prime farmland. (5) The alternatives do not cross or destroy valuable streams & wetlands areas. For this reason again I say that I am strongly in favor of widening Route #22 and not building bypasses around Churchville, Md.

Sincerely yours
Joseph C. Couch

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kasso
Administrator

94

May 4, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. Joseph C. Louch
3053 Grafton Lane
Churchville, Maryland 21028

Dear Mr. Louch:

This letter is in response to your correspondence of April 15, 1987, and pertains to our Project Planning study underway on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the concern you have expressed concerning the alignment for the Southern Bypass Alternatives at Churchville. We will use this information as we continue our studies.

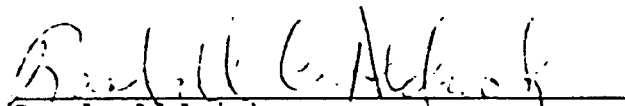
At this time, we are conducting Project Planning studies only and we will keep you abreast of further development.

I want to thank you for your interest in the highway development process as it relates to this study. If we can provide further assistance, please contact us again.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is ^{V-25} 333-1139

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

95

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT DEVELOPMENT DIVISION
APR 20 10 56 AM '87

NAME DONALD R HINES DATE 15 APR 87

PLEASE PRINT ADDRESS 419 CALVARY RD.
CITY/TOWN CHURCHVILLE, STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

I WOULD LIKE TO SPEAK AT THE PUBLIC MEETING 22 APR 87
REGARDING MY PROPERTY AS IT IS BISECTED BY THE SOUTHERN
BYPASS OF CHURCHVILLE (ROUTE A). THIS LOSS OF MY HOME IS
A SERIOUS CONCERN.

Donald R Hines

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

96
William K. Hoffmann
Secretary

Hal Kasoff
Administrator

May 7, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Donald R. Hines
419 Calvary Road
Churchville, Maryland 21028

Dear Mr. Hines:

This letter is in response to your correspondence of April 15, 1987 regarding our Project Planning study underway on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the concerns you have expressed concerning the alignment for the Southern Bypass Alternative at Churchville. Your concerns will be given serious consideration during the decision making process.

At this time we are conducting Project Planning studies only and we will keep you abreast of further developments.

Thank you for your interest in the highway development process as it relates to this study. If we can provide further assistance, please contact us again.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

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STATE HIGHWAY ADMINISTRATION
PROJECT QUESTIONS AND/OR COMMENTS
DEVELOPMENT

91

DIVISION Contract No. H 656-000-471
PDMS No. 123007

Apr 23 8 30 AM '87
Registration-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Mr + Mrs John J. Ivanouskas DATE 22 April '87

PLEASE
PRINT

ADDRESS 1907 Churchville Rd

CITY/TOWN Bel Air STATE Md ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

Going West from our home Steve's house is on our left, there is a ditch between our properties - an easement ditch is on our property. Will this continue to be an open ditch?

We need to seriously consider good public transportation.

Too many cars are destroying our air and becoming big piles of junk - taking up more land.

We have enough of the asphalt jungles - the roads.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

98
William K. Hoffmann
Secretary

Hal Kessoff
Administrator

May 6, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. and Mrs. John J. Ivanauskas
1907 Churchville Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Ivanauskas:

I am responding to your letter of April 22, 1987, pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your comments about the drainage easement between your house and the Stier House and your desire to see good public transportation along this roadway. This information will be useful as our study progresses.

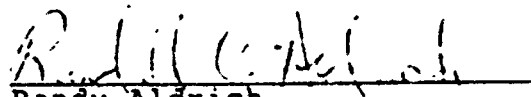
At this time, funds have been approved only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of the project. If and when funding is approved, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-29

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

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PROJECT DEVELOPMENT DIVISION STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

99

APR 23 8 30 AM '87

Contract No. H 656-000-471 PDMS No. 123007 Location-Design Public Hearing Maryland Route 22 Shamrock Road to Interstate Route 95 Wednesday April 22, 1987 John Carroll High School

NAME Mr + Mrs Borge Christensen DATE 4-22-87

PLEASE PRINT

ADDRESS 111 Calvary Rd CITY/TOWN Churchville STATE Md ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

If the by-pass 1800' S of 22 is selected, it will be adjacent to our property + take 1/2 of our front yard for the 'Off Ramp' with. Do you intend to buy all of our property?

Also, have you considered this intersection being 1800' from 22 + the congestion it will cause? Rt 136 is heavily traveled now, + keeps increasing each year. We certainly do not want to live on this intersection.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-30



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kessoff
Administrator

May 8, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Borge Christensen
111 Calvary Road
Churchville, Maryland 21028

Dear Mr. and Mrs. Christensen:

I am responding to your letter of April 22, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your concerns regarding the Southern Bypass Alternatives for Churchville. As our study progresses, this information will be useful in our selection of a preferred alternative.

The right-of-way estimate prepared for this study has considered your property at 111 Calvary Road. Within Route B of the Churchville Southern Bypass Alternatives, the roadway in front of your home would be widened. Sufficient spacing exists between the road and your home without impacting your home. Therefore, we will not be purchasing your entire parcel of property. If you desire more specific information, you may provide a property plat on which we will indicate the preliminary impacts.

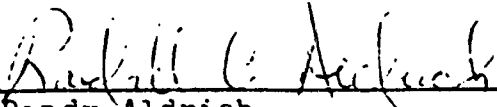
At this time, funds have been approved only to complete this planning study. No funding is available to purchase right-of-way and to construct the project. If and when these funds are approved, you will be notified via the project mailing list.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE:RCA:bh
cc: Mr. C. Robert Olsen

My telephone number is 333-1139

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PROJECT
DEVELOPMENT
DIVISION

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

101

APR 23 8 30 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Cloyce B. and Dorothy J. Bodt DATE 22 Apr 87

PLEASE
PRINT

ADDRESS 2924 Churchville Rd

CITY/TOWN Churchville STATE Md ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

When was last traffic survey taken on Rt 155 into Churchville - Rt 22?

Was it done during the period Conowingo Dam road was closed at the same time repairs were being done on I-95 Bridge on Rt 22 near Aberdeen?

Traffic pattern in the last year has changed. Rt 155 carries many 18-wheel tractor-trailers, large construction trucks, Emergency equipment, fire engines and ambulances going to and from Havre de Grace. It also is a heavy traffic of buses and cars near the Churchville School and Parks and Recreation complex. The government moves their test vehicles to Rt 136 Tank Site on Rt 155. The early morning hours is the heaviest. This rural area has farm machinery also. This type of traffic going into Rt22 as a result of C-2 alternate would certainly raise the noise level at the red light and the impact would be much more than affecting three homes. It would be more like 12 or more homes in the residential area of Churchville. This alternate is not recommended by us.

It is recommended that Connection D in Segment 2 be utilized for Rt 155 and Rt 22 intersection.

Segment 2 - Southern By-pass alternate A would be recommended as it would not impact greatly the industries or homes or traffic north on # 136 in the village of Churchville.

A No-Build on the entire Rt 22 between Aberdeen and Bel Air should be given more thought and another more direct route be considered as the changing of the Rt 22 corridor as it now stands would only be a short term ~~error~~ correction, and disturb many residences and industries if it is done now and in just a few years it will be found that it is not adequate.

I have lived in this area all my life and have seen many changes in this road and none of them have proven to be more than a high speed street between the two towns. Connections at Aberdeen & Bel Air have not been corrected.

A non-access road of a wide width by-passing Rt 22 ~~intersection~~ would be more appropriate at this time.

The intersections should be corrected and traffic jams & accidents would not be

Please add my/our name(s) to the Mailing List.* as plentiful.

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-32

*add Churchville
Traffic of*



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kassoif
Administrator

June 11, 1987

RE: Contract No. H 656-000-471
Maryland Route 22
Bel Air for Interstate
Route 95
PDMS No. 123007

Mr. and Mrs. Cloyce B. Bodt
2924 Churchville Road
Churchville, Maryland 21028

Dear Mr. and Mrs. Bodt:

I am responding to your letter of April 22, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided about our study. This information will be helpful as we recommend a preferred alternative.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of the project.

In your letter, you asked a series of specific questions on the study. I have provided answers for you below.

1. Our initial traffic surveys were made during the traffic detour for the reconstruction of the Conowingo Dam. We updated the surveys last fall to examine the extent of traffic without the detour. They were made after repairs were completed to the bridge over Interstate Route 95.
2. The only residential impact evaluated for the C-2 Connection between Maryland Route 22 and 155 in Churchville are those three homes displaced by the proposed roadway. Since the traffic using this proposed roadway is today affecting other lanes as it uses Maryland Route 155, we foresee no change in the level of indirect impact. While Connection D will remove this traffic from a residential area we have no way to prevent the traffic from using Glenville Road. Glenville Road is not, nor can it be expanded, to accommodate a routing for this connection.

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Mr. and Mrs. Cloyce B. Bodt

June 11, 1987

Page 2

103

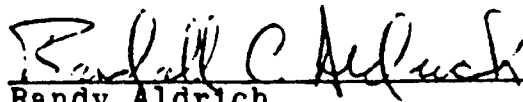
3. The purpose of the Churchville Southern By-Pass Alternatives is to route the thru traffic between Bel Air and Interstate Route 95 around, not through, Churchville. Thank you for your endorsement of Alternative A.
4. Your recommendation of the No-Build Alternative and support for a new alignment for Maryland Route 22 between Bel Air and Interstate Route 95 is being considered. We are investigating the impacts associated with the proposal.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE:RCA:ss

cc: Mr. C. Robert Olsen

104

PROJECT DEVELOPMENT DIVISION STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

APR 23 8 30 AM '87 Contract No. H 656-000-471 PDMS No. 123007 Location-Design Public Hearing Maryland Route 22 Shamrock Road to Interstate Route 95 Wednesday April 22, 1987 John Carroll High School

NAME THOMAS R BAINÉ DATE 4/22/87

PLEASE PRINT ADDRESS 3652 CHURCHVILLE RD CITY/TOWN ABERDEEN STATE MD ZIP CODE 21001

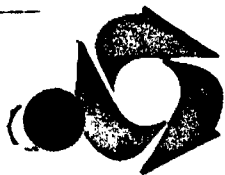
I/We wish to comment or inquire about the following aspects of this project:

NO BUILD FOR ALL 3 SECTIONS

BUILD SOUTHERN LIMITED ACCESS HIGHWAY - (5 INTERSECTION) -

[X] Please add my/our name(s) to the Mailing List.*

[] Please delete my/our name(s) from the Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Neil Kasseff
Administrator

105

May 6, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. Thomas R. Baine
3652 Churchville Road
Aberdeen, Maryland 21001

Dear Mr. Baine;

I am responding to your letter of April 22, 1987, pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative for Maryland Route 22 and your endorsement for the Churchville Southern Bypass. As the study progresses, this information will be useful in our selection of a preferred alternative.

At this time, funds have been approved only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of the project. If and when funding is approved, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

STATE HIGHWAY ADMINISTRATION
PROJECT DEVELOPMENT DIVISION
QUESTIONS AND/OR COMMENTS

106

APR 23 8 30 AM '87
Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME DOLPHUS FARMER DATE 4/22/86

PLEASE PRINT ADDRESS 2912 SNAKE LANE

CITY/TOWN BUCKVILLE STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

START AT 95 SO BACK OF BAKERS CEMENTRY
THROUGH JAMES RUM ROAD TO #23
LEAVE 22 AS IS

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

107
William K. Hoffmann
Secretary

Mel Kessoff
Administrator

May 6, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. Dolphus Farmer
2912 Snake Lane
Churchville, Maryland 21028

Dear Mr. Farmer:

I am responding to your letter of April 22, 1987, pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your recommendation for an alignment of a bypass between Interstate Route 95 and Bel Air. As our study progresses, this information will be useful.

At this time, funds have been approved only to complete the planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding is approved, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih
cc: Mr. C. Robert Olsen

V-38

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
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PROJECT
DEVELOPMENT
DIVISION

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

108

APR 26 8 22 AM '87

Contract No. H 656-000-471
PDMS No. 123007

Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Bruce B. Pennington DATE 4-23-87

PLEASE
PRINT

ADDRESS 2904 Kragl Dr.

CITY/TOWN Churchville STATE Md. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

I, as a citizen of Harford County, was
very much alarmed to find out through
a neighbor that a major road had
been planned for directly behind my
home and the state roads did not
think it necessary to notify me or
any of our neighbors.

I have attended three meetings
concerning this. I personally feel this
project has developed too quickly,
without giving a lot of thought to
the environment or the hardship
this would create for the residents.

I also feel this would not relieve
the traffic problem, with the additional
intersections it would create.

Churchville is one of the few remaining
rural areas in Harford County. I would
love to see it remain so.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

Thank you
Bruce Pennington

*Persons who have received a copy of this brochure through the mail are already
on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

109
William K. Hoffmann
Secretary
Hal Kessoff
Administrator

May 8, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 1230Q7

Mr. Bruce B. Pennington
2904 Kragl Drive
Churchville, Maryland 21028

Dear Mr. Pennington:

I am responding to your letter of April 23, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your comments about the impacts associated with the proposed Southern Bypass Alternatives for Churchville. This information will be useful as our study progresses.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding is available, you will be notified via the mailing list. We have double checked our list to ascertain you are correctly enrolled.

I want to thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-40

My telephone number is 333-1139

STATE HIGHWAY ADMINISTRATION
PROJECT QUESTIONS AND/OR COMMENTS
DEVELOPMENT DIVISION

110

APR 28 8 22 AM '87

Contract No. H 656-000-471

PDMS No. 123007

Location-Design Public Hearing

Maryland Route 22

Shamrock Road to Interstate Route 95

Wednesday April 22, 1987

John Carroll High School

NAME _____ DATE 23 April 87

ROLFA ZURWELLE

1630 B MICHELLE CT.

FOREST HILL, MD. 21050

PLEASE PRINT

ADDRESS _____

CITY/TOWN _____ STATE _____ ZIP CODE _____

I/We wish to comment or inquire about the following aspects of this project:

As a member of St. Matthew L.C. route 22, we request that provisions be made for left turn into church drive when coming from Bel Air. Some of the maps seemed to show no left turn maps.

I did not vote for "No build", but agree with the people from the Churchville area, concerning the cutting of farm lands. No one seemed to object to the rework of Section 1.

Perhaps APC could be requested to reduce the load by bringing its people in on a 3 shift bases 7:45 / 8:00 / 8:15 & of course likewise in PM.

Also delivery trucks, trash trucks etc. should not be allowed to stop on 22 except bet. hours 9AM to 4PM.

If sect I is rebuilt, kindly consider leaving the area in front of the church as is - there is plenty of space across the street which the bank does not need.

Rolf A. Zurwelle

- Please add my/our name(s) to the Mailing List. * I may be on the list please check to save printing & postage
- Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-41

+ the gentleman who chaired the meeting did a good job under very



Maryland Department of Transportation

State Highway Administration

William K. Holloman
Secretary

Mel Kasseff
Administrator

May 14, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Robert A. Zurwelle
1630 B Michelle Court
Forest Hill, Maryland 21050

Dear Mr. Zurwelle:

I am responding to your letter of April 23, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement to reconstruct the roadway between Bel Air and Churchville, and your opposition to the Churchville Southern Bypass. This information will be useful as our study progresses.

In our four lane divided highway alternative in front of the St. Matthew Lutheran Church, there is no median break to make left turns to and from the church's entrance. Due to the spacing of Brierhill Road and Moores Mill Road, both requiring median openings, it was not possible to provide an opening in front of your church. In our five lane undivided alternative, left turns can be made at all locations. This is also true with the hybrid alternative since this section of Maryland Route 22 is proposed as a five lane section.

At this time, funding is available only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding is available, you will be notified via the project mailing list.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE:RCA:bh
cc: Mr. C. Robert Olsen

by:


Randy Aldrich
Project Manager

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

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P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21202-0717

2916 Churchville Road
Churchville, MD 21028
April 24, 1987

MAY 1 4 07 PM '87

PROJECT
DEVELOPMENT
DIVISION

Mr. Randy Aldridge
Project Manager
Project Development Division
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Subject: Contract No. H656-000-471
Proposed Location/Design for MD Route 22

Dear Mr. Aldridge:

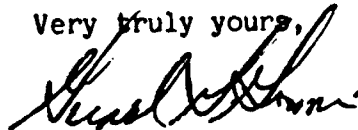
As a resident of Churchville and a property owner on Route 22, I wish to add my support to those supporting the no-build alternate for Route 22 between Bel Air and Aberdeen. During the meeting at John Carroll High School on 4/22/87, the objections were well specified:

- *Alteration of the character of Route 22 from rural residential to a heavy traffic and ultimately commercial route;
- *Increased safety problems for adjoining property owners because of the more difficult access to property, plus the safety concern for the school buses, mail delivery vehicles, trash trucks, etc. that serve the Route 22 residents;
- *Ever increasing noise--above the Federal Standards and acceptable comfort levels for adjacent property owners;
- *Harmful impact on the natural environment, including wetland and flood plain encroachment and the loss of woodland in present residential areas;
- *And more.

I do support the improvement to the North-South intersections presently being undertaken as well as the connection D between Route 155 and Route 22. I believe the only satisfactory solution to the balance of the stated problem of providing a route to "accommodate the large volume of existing and projected traffic" between Aberdeen and Bel Air, is to establish a limited access Southern bypass directly between those two towns.

Thank you for your consideration.

Very truly yours,



Gerald G. Grimes

GGG/bps
Copy: State Senators and Delegates



Maryland Department of Transportation

State Highway Administration

William K. Holman
Secretary

Hal Kestoff
Administrator

May 21, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

113

Mr. Gerald G. Grimes
2916 Churchville Road
Churchville, Maryland 21028

Dear Mr. Grimes:

I am responding to your letter of April 24, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternate for Maryland Route 22 and Alternate D for the connection between Maryland Routes 22 and 155. Your comments will be given thorough consideration as we recommend a preferred alternate for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randy Aldrich
Project Manager

LHE:BCA:hh

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

320 Priestford Road
Churchville, Md 21028
24 April 87

State Highway Administration
Md. Dept. of Transportation
Office of Planning & Engineering
Box 7, 7
Baltimore, Md. 21203

RECEIVED
MAY 6 1987
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Re: Route 22 Expansion

Gentlemen:

I am against the widening of Route 22.
I agree with Mr. Hathaway and the
Rt. 22 Corridor Association, that this will
ruin the rural character of Churchville Rd.
and end all quality of life for residents.
I want the No Build alternative adopted.

Yours truly,
Patricia Harman

115



Maryland Department of Transportation

State Highway Administration

William K. Holman
Secretary
Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Patricia Harman
320 Priestford Road
Churchville, Maryland 21028

Dear Ms. Harman:

I am responding to your letter of April 24, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

116

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME TED M. JENKINS DATE 4/22/87
ADDRESS 2315 EDWARDS LA.
CITY/TOWN Bil Air STATE MD ZIP CODE 21037

APR 22 11 18 AM '87
DEVELOPMENT
DIVISION
PROJECT

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project:

To WHOM IT MAY CONCERN,

I FEEL THAT REBUILDING OF RT 22 SHOULD
BEGIN AS SOON AS POSSIBLE USING THE SAFEST
POSSIBLE DESIGN PROPOSED BY OUR ST. HIGHWAY
ENGINEERS

4 LANE DIVIDED HIGHWAY WITH NEW CONNECTION
FOR RT #155 AND CHURCHVILLE BYPASS

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Holloman
Secretary
Mal Russell
Administrator

May 14, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Ted M. Jenkins
2315 Edwards Lane
Bel Air, Maryland 21014

Dear Mr. Jenkins:

I am responding to your letter of April 24, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement to reconstruct this roadway into a four lane divided highway with a new connection to Maryland Route 155 and a southern bypass of Churchville. This information will be useful as our study progresses.

At this time, funds have been approved only to complete the planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding is available, you will be notified via the project mailing list.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
303-7555 Baltimore Metro - 685-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21202

PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

118

APR 26 8 22 AM '87

Contract No. H 656-000-471 PDMS No. 123007

Location-Design Public Hearing Maryland Route 22 Shamrock Road to Interstate Route 95 Wednesday April 22, 1987 John Carroll High School

NAME DEAN M LARSEN DATE 24 APRIL 87

PLEASE PRINT ADDRESS 1532 CEDARWOOD DR

CITY/TOWN BEL AIR STATE MD ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

GENTLEMEN:

As a motorist who uses Rt 22 daily, I would like to see you proceed as supporting the following

- ALTERNATIVES: SEGMENT 1 - 5 LANE UNDIVIDED SEGMENT 2 - " CONNECT C-2 OFF SEGMENT 3 - " OFF 3

As an engineer, I'm curious to know why the 4 lane divided option is more expensive than the 5 lane undivided. I assume it is because of the curb & gutter. Why not eliminate the median curb & gutter, and just use a graded shoulder? This would be safer than a raised curb, and less expensive.

THANK YOU FOR THE CHANCE TO COMMENT ON THE PROJECT.

DEAN M. LARSEN

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-49



Maryland Department of Transportation

State Highway Administration

May 15, 1987

William K. Hoffmann
Secretary

Hal Kasseff
Administrator

Re: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Dean M. Larsen
1532 Cedarwood Drive
Bel Air, Maryland 21014

Dear Mr. Larsen:

I am responding to your letter of April 24, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the five lane undivided alternative for the reconstruction of this roadway. I also appreciate your endorsement of connection C-2, Option 1 for a new connection between Maryland Routes 22 and 155. This information will be useful as our study progresses.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding becomes available, you will be notified via the project mailing list.

As you have surmised, the curb and gutter in the median of our four lane divided alternative is the element making this alternative more expensive than the five lane undivided alternative. The required underground drainage system for the curb and gutter is more expensive than the nominal amount of additional pavement. Elimination of the curb and gutter median section, in lieu of a graded swale, is not an approved alternative in our specifications, "The Highway Development Manual". Thus, it is not an acceptable alternative. The primary function of the median is to separate opposing flows of traffic. The graded swale will not provide enough separation, nor will it provide a minimal deterrant; no curbing; for an out of control vehicle.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

LHE/RCA/ih
cc: Mr. C. R. Olsen

by: Randy C. Aldrich
Randy Aldrich
Project Manager

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

119

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

APR 29 9 41 AM '87
PROJECT DEVELOPMENT DIVISION
26

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Ralph BENCK DATE April 26, 1987

PLEASE PRINT ADDRESS 316 Bynum Ridge Rd
CITY/TOWN Forest Hill STATE Md ZIP CODE 21050

I/We wish to comment or inquire about the following aspects of this project:

I am a member and officer of the St Matthew Lutheran Church, 1200 Churchville Rd. I am opposed to the 4 lane div or 5 lane Uo div plan for segment 1. The church owns all the land on the north side of RT 22 from the town of Bel Air to almost Woods Rd and the land needed for the improvements would mostly be from our five acres of non-floodable land - We have building & improvement projects and the uncertainties with the Road will have a bad effect upon our ability to get proper zoning through the local government. 2) The majority of our congregation is from Bel Air and having to make a left turn would be a serious safety hazard. 3) The nature and character of the RT 22 is mostly residential, a place to live, putting through the proposed highway would change the entire character of the area and would not be in the interests of the residents. 4) Noise levels are expected to exceed Federal Criteria at at least 12 locations already and still there is no efforts to meet these criteria.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

121
William K. Holloman
Secretary
Hal Kaseoff
Assistant

May 14, 1987

RE: Contract No. H 658-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Ralph Benck
316 Bynum Ridge Road
Forest Hill, Maryland 21050

Dear Mr. Benck:

I am responding to your letter of April 26, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your informing me that you are opposed to both the four lane divided and five lane undivided alternatives for Segment 1 of our study. This information will be useful as the study progresses.

At this time, funding is available only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding becomes available, you will be notified via the project mailing list.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randall C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

My telephone number is 333-1199

Teletypewriter for Impaired Hearing or Speech

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P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

861
PROJECT DEVELOPMENT DIVISION
APR 30 9 27 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME RONALD E. RHINEHART DATE 4-26-87

PLEASE PRINT

ADDRESS 5 ROCKDALE RD

CITY/TOWN CHURCHVILLE STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

I vote for no build, just improve the existing road.

Why not three lanes?

Will you put another bridge over 95?

I feel that many people will be hurt by the four lane, five lane or the By Pass. People who have lived on this road for over fifty years.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

123
William K. Hoffmann
Secretary

Mal Kasseff
Administrator

May 11, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 132007

Mr. Ronald E. Rhinehart
5 Rockdale Avenue
Churchville, Maryland 21028

Dear Mr. Rhinehart:

I am responding to your letter of April 26, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement for the No-Build Alternate. Your comments about the impacts associated with the Four-Lane Divided and Five Lane Undivided Alternatives will be given full consideration as our project continues.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding becomes available, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

124
Apr 29 9 41 AM '87

PROJECT
DEVELOPMENT
DECISION

4/26/87

filename: rt22
TO: MD STATE HIGHWAY ADMINISTRATION
RE: CONTRACT NO. H 656-000-471
FDMS NO. 122007
LOCATION-DESIGN PUBLIC HEARING
MD ROUTE 22
SHAMROCK ROAD TO INTERSTATE ROUTE 95
WED. APRIL 22, 1987
JOHN CARROLL HIGH SCHOOL

FROM: DOUGLAS FEE WELL
37 BRAMBLE LANE
CHURCHVILLE, MD 21028

Please add my name to the mailing list.

Following are comments and requests regarding the proposed project. A prompt reply is requested.

ITEM 1

What statistical studies have been done to show the change in crime rate which will accompany the creation of an Urban highway in a rural area? The data exists to do such a study; all that is required is to take representative rural roads that have already been bypassed by urban highways and plot the number of crimes taking place along the length of the urbanized roadway and within a half mile to either side of the road. At the public meeting, the examples of Rt 1 and York road were mentioned. A qualified statistician can normalize the data to show just the incremental effect of the urban highway; i.e. subtracting out the townwide crime rate increase. Of course, increased crime is expected to follow increased population. It might be tempting to reduce the crime rate by education and the expected effects of a greater population. But this would be circular reasoning since one desirable effect of increased population is one of the issues at hand. Knowledge of how various increases in population would affect the LOCAL area is necessary, since the justification for the project is precisely the need to handle an increased population. Local police have stated that the new Rt 24 expansion WILL bring more crime to the Bel Air area because of increased accessibility.

The data exists to estimate the influx of crime into the Rt 22 area based on historical records of Rt 1, York road, and other roads. I request that such a study be performed and its findings presented to the public in an open forum before any decision is made to construct any Rt 22 expansion.

If such studies have already been made, why was this very important information omitted from the brochure ("intended to...summarize the key data for public information and evaluation") and made available at the meeting?

125

ITEM 1A

I request that an independant consultant knowledgable in the insurance industry be obtained to give an opinion on the change in insurance rates that would accompany various changes in the crime rate.

ITEM 2

The State implies that the construction of the proposed Rt 22 would not adversely affect property values, yet the brochure outlining key data makes no mention of such a study. .

The historical data exists to make a statistically valid estimate of the changes in property values and the changes from Residential to Commercial use which may come about as a result of the Project. It was mentioned at the Public meeting that both Rt 1 and York road were once very similar to Rt 22. The following study should be performed:

Determine what roads in Maryland have undergone transformation from rural roads to Urban highways.

For each such road, determine the how many parcels of land existed prior to Urbanization; for a distance of 2 or 3 miles to either side of the road.

On an year by year basis, starting 10 years prior to the Urbanization of the road, count the number of parcels zoned commercially and the number zoned otherwise. Graph the results.

Also do all the subdivision of the land into smaller parcels.

Determine if the shift from a non-Commercial to a Commercial environment follows the Logistic Equation. This principle is a very basic biological concept applicable to all environmental systems. It is generally a curve which begins to rise slowly, but gains momentum. At some Critical Point, it becomes impossible to stop the change. If the change is not somehow halted (at a point which seems very early on to one who does not understand the nature of a logarithmic increase) then the system will reach saturation, and then very quickly collapse due to lack of raw materials. In the Urban sense, a fully commercialized area will become less and less valuable even as a commercial zone, until finally it is reduced to warehousing and noxious industries.

I suggest that the Department of Natural Resources has the requisite expertise to perform such a study.

I request that such a study be performed and its findings presented to the public in an open forum before any decision is made to construct any Rt 22 expansion.

126

If such studies have already been made, why was this very important information omitted from the brochure ("intended to standardize the key data for public information and evaluation") and made available at the meeting?

ITEM 2A

I request that an independant consultant knowledgeable in the Real Estate industry be obtained to give an opinion on the change in residential values that would accompany various changes in the ratio of Commercial to Non-Commercial property along the route of the proposed expansion.

ITEM 3

The figures shown for number of families 'displaced' by the proposed Project are either deliberately deceptive or negligently erroneous. Apparently your figures count only those persons whose homes would be destroyed to make way for the road.

In the REAL world, the State has a moral obligation to take out those persons along the roadside who do not wish to live with a front porch view of a 20' concrete road barrier, or who feel unsafe driving an urban highway only a few feet from their front

porch. If any part of all of these persons must be included in the figures, and I request that it be presented as a separate figure.

ITEM 3B

The 1971 figures presented did not show year for which the cost was normalized. I request that all figures bear an up to date cost.

ITEM 4

The brochure also failed to mention the key aspect of safety. IN changing a road from a one lane 50 mph to a two lane 55 mph posting, the actual average speed will be significantly increased.

What are the current State Police figures for the average speed along roads such as the proposed?

127

What provision is to be made for persons whose driveways join Rt 22 to merge safely into rush hour traffic at such speeds?

What provision (such as stop lights) will be made for residential roadways which join Rt 22?

What comparison has been made between anticipated accident rates for the various Options and various projected traffic volumes?

Since the local populace would use the road often, their risk would be increased above the average risk. How much?

ITEM 5

Having lived next to a highway, I can say with certainty that meeting the Federal noise guidelines does not lead to a satisfactory quality of life.

It is possible to demonstrate various decibel levels of recorded traffic noise at public meetings, and I request that this be done. Most importantly, an actual demonstration should be made to the elected officials involved in Project decision making.

ITEM 6

The Brochure mentions only in passing that the State intends to make provision for truck traffic along the expanded Rt 22. Is this merely standard procedure, or a deliberate design to encourage truck traffic along the route? If so, why is truck traffic encouraged? It seems to me that the expanded Rt 24 already exists for use of trucks via Rt 93. And that the maximum use of Rt 93 is to be encouraged since the Federal government will pay for much of the (very high) cost of road damage which is caused by trucks.

If it is merely SOP, then I suggest that a physical design which discourages trucks be adopted, and that the State pledge to prohibit truck traffic. This would resolve one of the concerns raised by the local population.

ITEM 7

At the Public meeting, many persons complained that your mailing list is fictional, since they are on it yet received no information. Who is responsible for sending notices to persons on the list, and why did he fail to do so?

Sincerely
D H Rockwell



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

June 26, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

128

Mr. Douglas Rockwell
37 Bramble Lane
Churchville, Maryland 21028

Dear Mr. Rockwell:

I am responding to your letter of April 26, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided on the study. This information will be helpful in our recommendation of a preferred alternative.

At this time, we have funds only to complete this planning study. No funds are available to purchase right-of-way or to construct any of this project.

In your letter you asked a series of specific questions about the study. I have answered as accurately as I can below.

1. No specific studies were performed in our environmental analysis on the relationship of highway improvements to changes in crime rates. As you state, crime rates generally rise in areas that see an increase in land use activity. The State Highway Administration does not set land use policies. That is a function of your local government in Harford County. We are responsible for providing adequate roadway capacity for the land use which is selected.
- 1A. We do not measure changes in insurance rates as a result of increases in crime rates.
2. We do not measure changes to property values as a result of proposed roadways. Historically, most property increases in value over time. A change in access can have an affect, but we are proposing no change to your access. Property values are determined by Harford County.
3. Our count of the number of homes displaced by the proposed roadway considers only those homes which lie within the right-of-way for the roadway. If grading easements extend into the foundation of a home, it is also counted.

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

129

- 3A. Our cost estimates for this study were made in 1986. If we proceed with the study, these costs will be updated.
4. The reconstructed segments of Maryland Route 22 will be posted for a speed limit no higher than 45 mph. Local and state policing agencies are responsible for monitoring and enforcing the speeds being driven. We anticipate no changes of access to the proposed roadway. Motorists entering the traffic stream must today exercise caution when they enter the roadway. Our analysis of accident statistics presented in the environmental document show that the four lane divided roadway will operate safer with fewer accidents than the existing roadway.
5. It is not possible to demonstrate projected noise levels at public meetings. The projections are site specific and cannot be replicated in a contained setting, as in a public auditorium.
6. All of the roadways on our state system of highways must allow for the passage of trucks. We must design them accordingly. The only locations within Maryland where trucks are prohibited are on local streets where a particular county or city maintains responsibility for that roadway. In emergency situations, we can restrict the weight of trucks on bridges within our system.
7. We maintain the mailing list for this project. The Alternatives Brochure was mailed 2 weeks prior to the public hearing to all residents who own property along the roadway and anyone else who specifically asked to be enrolled on the list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih
cc: Mr. C. Robert Olsen

April 27, 1987

Mr. C. Robert Olsen.....
State Highway Administration
Brooklandville, Md. 21022

Send to
100
Randy Aldridge
Proj. Planning

RE: Rt. 22 Proposals

Dear Mr. Olsen

I am a resident along Churchville Road (Rt.22) and have lived there all my life, 30 years. I am deeply concerned with the present state proposals to upgrade Rt.22 and feel they are flawed and dangerous. I support the Churchville Road Association's proposal, a new southern limited access road linking Bel Air and Aberdeen in a straight line format. At present, Churchville Road is a predominately rural residential highway with a few businesses located at selected intersections. The state proposals would destroy the present rural character of this Harford county corridor, drastically lower property values of the area's homes, physically affect the health of both the structures and their residents by high noise and air pollution, present a danger to the corridor's children, create a 500 foot X 9 mile slum directly through the heart of rural Harford county, dramatically affect historical sites, endangered species (the darter), and the environment as a whole contrary to the state's Environmental Impact Study, provide Harford county's drivers a wider road to SIT on at intersection traffic jams, not handle the projected traffic loads for the year 2000, etc, etc. I could continue on and on presenting negative points but my letter would be to long to read.

I would like to address a few points and problems that affect the present Rt.22 and State's build proposals. First, there are approximately 280 residential driveways, 75 business entrances, 13 church entrances, 2 park entrances, 18 farm access drives, and 30 intersections, both major and minor, of adjacent roads along Churchville Road. These total out to 418 access points along a 9.5 mile rural road, or 44 access points per mile. These figures are for today, 1987; what will Churchville Road be like in 1997? At present because of poor design, most if not all, accidents happen at Rt. 22's intersections. If either of the States proposals are constructed, I am sure the accident rate will drastically increase at both the intersections and along the road.

131

Second, at present Churchville Road delivers all its traffic into downtown Bel Air. Grid lock has been projected for Bel Air by 1995 by town officials and the news media. Rebuilding the present Rt. 22 to handle more traffic but still send them to down town can do nothing more than hasten Bel Air's grid lock problem.

Third, a lot of attention is being paid to the bottleneck that has developed in the Churchville community with the intersections of Routes 22, 155, and 136. A bypass has been proposed by the State to alleviate this problem, but the state hasn't proposed any solutions to three other intersection problems that are developing rapidly or could develop with the widening of the present road. These intersections are as follows: 1. Moores Mill Road, Greenbriar Road, and Rt. 22; 2. Thomas Run Road, Shuoks Road, Prospect Mill Road, and Rt. 22; and 3. Graftons Lane, Snake Lane, and Rt. 22. These intersections are developing into the same bottleneck as is already the case in Churchville. Will the State propose bypasses in the future for these problem areas or leave them to further develop into traffic hazards?

Fourth, according to State officials, the main purpose to reconstruct the present Rt. 22 is to decrease the travel time between the towns of Bel Air and Aberdeen. At their meeting the State presented sample roadways that their build alternatives would resemble. They were Joppa Road, York Road, and Northern Parkway, all in the Baltimore area. Both State build alternatives are similar, four or five lane roads with no shoulders, an urban conduit. I personally traveled these sample roads recently and was confused when I compared them to the States purpose and the Rt. 22 corridor. Each sample roadway has many major intersections and many other access points, much like Rt. 22, but the speed limits were much lower, between 30 and 40 miles per hour. I found it impossible to achieve these posted speed limits and an exercise to traverse the road itself. Obstacles along the sample roads included mailmen, resident's parked cars, motorists turning right or left, delivery trucks blocking the roadway, school buses, pedestrians, etc., etc.. These obstacles combined to effectively block the road. My average speed was approximately 25 miles per hour with my top speed at 35. Even with its heavy loads, I find Rt. 22 is presently much easier to traverse and much quicker. I feel that if either of the States build proposals are adopted, the same situation that exists along these sample roadways would develop along Rt. 22 and the travel time between Bel Air and Aberdeen would drastically increase. The Churchville Road Association's new southern road proposal will eliminate this future problem by its limited access design and would provide a second much needed road between Bel Air and Aberdeen.

132

Fifth, The human environment problem was addressed by the State in a black and white Environmental Impact Study. This study was, to say the least, misleading. The majority of the families along Rt. 22 are old-line Harford County families who have lived on Rt. 22 all their lives and have purchased or inherited their homes from families who moved there when Rt. 22 was not much more than a dirt path between the little military town of Aberdeen and the County Seat of Bel Air. These residents listened to the State in the 1950's when they were told that the State was reconstructing Rt. 22 (to its present condition) and that this would handle all future traffic needs. According to the States Environmental Impact Study, 6 of these families in the four lane proposal would be displaced, 2 families in the 5 lane proposal would be displaced, and 77 families would be effected in segment 1 alone. What does affected mean? It says little about how many families would be living almost on top of the new road. I conducted a personal survey of homes in my immediate neighborhood, from Prospect Mill Road toward Bel Air to the curve at 1919 Churchville Road, (15 Homes). 9 of those 15 homes are already well within Harford County's 40 ft. Minimum Setback Requirement. These 9 range from a high of 36 ft. to a low of 1'4" from the proposed new roadbed, but yet these homes are not displaced, simply affected. My survey only encompassed 15 out of the approximately 275 homes along Rt. 22 and only 1/4 mile of the 9.5 mile road. How many others will be in violation of the Harford County Zoning and Health Restrictions? Affected must mean that the structures will be adversely affected, the health and well being of the residents will be adversely affected, the high quality of life now enjoyed by the residents will be adversely affected, the quite enjoyment of property along Rt. 22 will be adversely affected, the rural character of the area will be adversely affected, the environment as a whole will be adversely affected, the high property values that are now the case along Rt. 22 will be adversely affected, etc., etc., etc..

Finally, in a personal discussion after the Public Hearing on Wednesday, April 22nd, 1987 at John Carroll School with State Road Officials that were present, a State Road official admitted to me and several other individuals that the present State proposals are nothing but a reactionary approach to solve the present problem. He personally said the State has NO futuristic plans that deal with the traffic problems along Rt. 22 and that, as a whole, the State Road Administration is a reactionary agency. The futuristic Southern new road proposed by the State in the past and now proposed by the Churchville Road Association should now be addressed, studied, and constructed.

133

To sum up the point I am making, the widening of the present Rt. 22 is not the answer, reducing the traffic load on the present road is! The only way to reduce the load is a new southern road linking Bel Air directly to Aberdeen. This would allow the present Rt. 22 to handle residential traffic as it was designed to handle and provide two much needed routes from Bel Air to Aberdeen. Open land is there now to be acquired for a new road and it is my understanding that the State already owns some land in the area from the past Rt. 23 extended proposal. The present Rt. 22 does need attention, all the present major intersections are very poorly designed and cause most if not all of the accidents along Rt. 22. Each should be upgraded, a feature that is included in the States NO BUILD option. Also all traffic signals should be timed to allow proper flow of traffic. I also am sure that if one of the States approaches is passed and constructed, the accident rate will soar at both the intersections and along this residential road. With the passage of the 5 cent per gallon gas tax increase the State now has money to fund road construction. It would be a tragedy for the State Road Administration and the State Delegation as a whole to allow passage of either of the present State reactionary proposals and destroy an old rural residential Harford County neighborhood. I personally feel along with most citizens of Harford County and their elected County Officials (ie; The County Council) that the State gas tax windfall should be spent to study, address, plan, and construct the Churchville Road Association's proposal of a new southern road.

Thank You.

Sincerely,


 Stephen H. Green

NOTE: Please add this letter to the transcript of the meeting at John Carroll School on April 22nd. 1987. Thankyou.

My Address is 2004 Churchville Rd., Bel Air, Md. 21014

REC'D - COMMUNICATIONS DIVISION



Maryland Department of Transportation

State Highway Administration

134
William K. Helms
Secretary
Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. Stephen H. Green
2004 Churchville Road
Bel Air, Maryland 21014

Dear Mr. Green:

I am responding to your letter of April 27, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

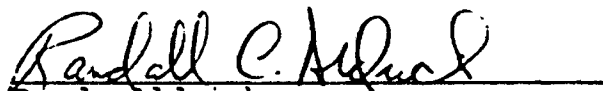
At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Brenda White
1034 Chesapeake Dr 513-
New de Blac, Md 21078

4-27-87

Re: Rt. 22 Expansion

State Highway Administrator,

I am against the widening of Rt. 22. I agree with Mr. Nathaway and the Rt. 22 Corridor Association that this will ruin the rural character of Churchville Road. This will end any quality of life for those living on the corridor.

We do not need another commercial strip in Harford County. I want the NO BUILD alternative adopted.

Sincerely,

Brenda White

RECEIVED

APR 30 1987

DIRECTOR, OFFICE OF

V-66



Maryland Department of Transportation

State Highway Administration

136
William K. Hellmann
Secretary
Hal Kassoff
Administrator

May 15, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Brenda White
1024 Chesapeake Drive #3B
Havre de Grace, Maryland 21018

Dear Ms. White:

I am responding to your letter of April 27, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

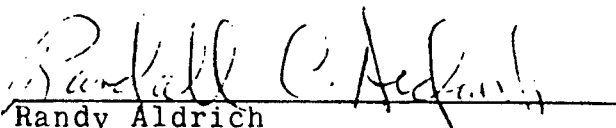
At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

131

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT
DIVISION

MAY 1 10 01 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Frank J. Kragl Jr. DATE 22 April 87

PLEASE PRINT

ADDRESS 213 Calvary Rd.

CITY/TOWN Churchville STATE Md. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

The enclosed is a copy of the testimony given by
Frank J. Kragl, Jr. to be included in the transcript
of the Public Hearing concerning Md. Route 22.

* We support the "NO BUILD" with Alternate D.

See page 2 of attached statement for response.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

138

My name is Frank Kragl, Jr. I am here to represent my family and all who are gathered in the name of rural preservation.

This whole issue has caused an adverse psychological affect on our entire family. We were never officially notified of any highway alterations. Imagine the impact, when the local newspaper, we saw proposed bypass routes, one of which would completely demolish our home, barn, smoke house, corncribs, bathhouse, pool, valuable farm land and most of all our total way of life.

This property and buildings are of historical and sentimental value to me because they have been in the family since the turn of the century, when my grandparents escaped from communism to settle in "Free America". The activation of proposal Alternate B would completely divide this precious homeland, making access to the remaining land possible only by way of costly overpasses.

In 1985, a geological survey of our property was conducted. The archeological site is recorded as site 18 HA 156 in the Maryland Geological Survey, Division of Archeology, which is eligible for the National Register. We were informed that at least four levels of Indian civilizations are evident. This would indicate the necessity of more archeological survey and extensive excavation before any altering of present land structure.

The practicality of this bypass is non-existent.

1. This alternate would never alleviate any of the problems for which it is designed. It would only create more problems.
2. There would be the same existing curve.
3. There would be another intersection $\frac{1}{2}$ mile from existing congested area of Rt. 22 and 136.
4. It would destroy not just five families' homes as suggested in the Environmental Impact Statement but scores of homes would be destroyed by the noise level, air pollution and by the closeness of the road to homes.

139

5. Wildlife preservation and water purity would be affected. At present, wildlife run freely in our woods, fields, and streams.

Our streams would be affected by salt run off from the bypass, thus affecting not only wildlife but also livestock of existing farms.

In summary, aside from the emotional, historical and archeological devastation caused by proposed Alternate B, this plan is not practical. Look to the future, connect Bel Air and Aberdeen at Rt. 95 with a more direct commercial and commuter road between Bel Air and Aberdeen. Only then will the traffic problem be alleviated. BUT, let Churchville remain rural!

RESPONSE

A decision regarding the proposed improvement of MD 22 to the east of MD 543 and the selection of an alternate for a southern Churchville bypass has been deferred. At such time that a decision is made the above comments will be considered. Should a build alternate be selected, appropriate mitigation measures will be incorporated into the project to assure that the selected alternate would have a minimal impact to the environment. The final environmental document will include a summary of both the ambient and projected noise levels, with any required mitigation, and an air quality analysis summary for projected conditions. Erosion and sediment control measures and stormwater management would also be incorporated into the project to minimize impacts to water quality. Measures would also be taken to minimize the loss of wildlife habitat.

The alternates that have been considered, and any new alternates that may be developed, for the deferred sections of the MD 22 project would be planned and designed to provide an acceptable level of service thru the design year.

Following the public hearing in April, 1987 a review of the MD 23 Extended project was conducted to determine the feasibility of providing a more direct route from Bel Air to Aberdeen. This review revealed that residential development has effectively eliminated those alignments from further consideration.

140

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT DEVELOPMENT DIVISION
APR 30 9 28 AM '87

NAME Conrad L. Swann DATE 27 April 1987

PLEASE PRINT ADDRESS 3548 Churchville Road, Baker-Rodman House (HA 900)

CITY/TOWN Aberdeen STATE Maryland ZIP CODE 21001

I/We wish to comment or inquire about the following aspects of this project:

Noise Data, to include frequency, time of day, day of week

Air Quality Data, to include frequency, time of day, day of week

Any studies on vibration (i.e. effects on a 187 year old house, (frame/stucco less than 30' from existing right-of-way)

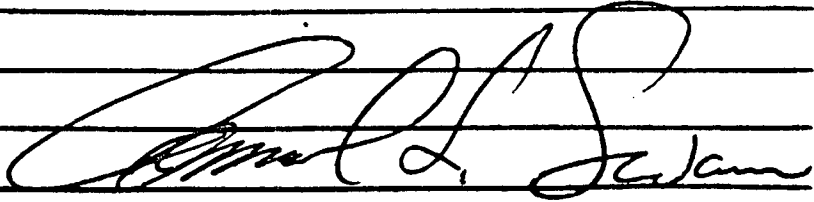
Affects on adjacent wells

Alternatives analysis for moving roadway south to accommodate greater distance from historic site.

Worksheet to determine value of property affected

RESPONSE:

See letter dated June 29, 1987 on pages V-167 to V-169 of this document for response to above issues.



Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

141

PROJECT
DEVELOPMENT
DIVISION

MAY 1 10 02 AM '87

Contract No. H 656-000-471

PDMS No. 123007

Location-Design Public Hearing
Maryland Route 22

Shamrock Road to Interstate Route 95

Wednesday April 22, 1987

John Carroll High School

NAME Eileen V. Brown DATE 4-28-87

PLEASE
PRINT

ADDRESS 2903 Krayl Dr.

CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

I would like to know what steps are
being taken to safe-guard against the
following.

1. Noise level
2. Air pollution
3. Ecology
4. Property loss
5. Water problems.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

142

PROJECT
DEVELOPMENT
DIVISION

Contract No. H 656-000-471

PDMS No. 123007

Location-Design Public Hearing
Maryland Route 22

Shamrock Road to Interstate Route 95

Wednesday April 22, 1987

John Carroll High School

MAY 1 10 01 AM '87

NAME CHRISTINA M. BLOWD DATE 4-28-87

PLEASE
PRINT

ADDRESS 2903 KRAIG DR.

CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

As I am a person 87 yrs. of age
and have great difficulty breathing
I would like to know what
steps are being taken to control
the air pollution and also the
noise level.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

143

June 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Eileen V. Brown
Ms. Christina M. Brown
2903 Kragle Drive
Churchville, Maryland 21028

Dear Mss. Brown:

I am responding to your letters of April 28, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. The questions you have asked are reasonable and have been addressed in the Draft Environmental Impact Statement prepared for this study. This document is on display at those locations cited in the Alternates Brochure. Generally there are no serious impacts associated with any of the items you mentioned. There will be no violations of the National or State Ambient Air Quality Standards as a result of the Maryland Route 22 project. There are several locations along the proposed roadways where Federal Noise Abatement Criteria will be exceeded. None of the locations are associated with either of the alignments for the Churchville Southern By-Pass which are adjacent to your home.

At this time, we have funds only to complete this planning study. No funds are available to purchase right-of-way or to construct any of this project.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randall C. Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

144

PROJECT DEVELOPMENT DIVISION
MAY 1 9 57 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Dr. & Mrs. Bruce P. Burns DATE 28 April 1987

PLEASE PRINT ADDRESS 309 Windsor Court
CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

As residents of Friendship Heights (the area bounded, roughly, by MD 136, and southern bypasses A ~~and~~ B, we would like the following questions answered:

- Drainage of Friendship Heights has been a periodic problem: Will proposals A ~~and~~ B adversely affect the ability of region septic systems to function properly? If so, how does the state propose to compensate the neighborhood in the event of such problems? If the state thinks drainage won't be adversely affected and it is, how will the state cover the situation?
- The area is presently a quiet residential area: If either proposals A or B are adopted, how does the state propose to ensure that neighborhood noise levels aren't increased? What will the state do should the noise levels increase beyond current thresholds?
- American Indian artifacts have been found in the region of the proposed alternatives A and B; some have been dated to be ~ 3000 years old: How does the state propose to ensure that ~~adequate~~ archeological surveys are conducted? In the event additional artifacts are located, does the state propose to continue the bypass alt...

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.
v-75

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

145

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Dr. and Mrs. Bruce P. Burns DATE 28 April 1987
ADDRESS 309 Windsor Court
CITY/TOWN Churchville STATE MD ZIP CODE 21028

PLEASE
PRINT

I/We wish to comment or inquire about the following aspects of this project:

Regarding the proposed alternatives:

• Why do the Churchville bypasses, as proposed, all intersect the existing MD Route 22 right-of-way east of the Campus Hills Shopping Center? This intersection is a prime accident location (I suggest that the accident reports at the intersection of MD Route 22 and Campus Hills be investigated, if they haven't already been checked), and funneling all traffic past it ensures the need for additional lights for safety reasons. Has a traffic/time study been completed to show savings in trip time when traveling from Aberdeen to Bel Air, given the need for additional lights at the bypass/Route 22 junctions, Campus Hills, and other locations? If so, what are the results?

• How are the residents that have driveway access to the proposed Route 22 going to safely utilize their driveways? Will the school bus stops on the proposed Route 22 be made safely? Will there be additional traffic lights at school bus stops to ensure safety while children transit the proposed multi-lane road?

• What is the State's reason for improving Route 22? Have economic and ecological impact statements and studies been thorough, completed, and filed? What are the results of the economic/social impacts on Churchville?

Other proposals have been made in the past: Why not reconsider previous alternatives connecting the Route 22/I-95 intersection to Bel Air in a nearly-straight limited-access roadway?

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-76



Maryland Department of Transportation

State Highway Administration

146
William K. Hellmann
Secretary

Hal Kessoff
Administrator

June 10, 1987

RE: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 22
PDMS No. 123007

Dr. and Mrs. Bruce P. Burns
309 Windsor Court
Churchville, Maryland 21028

Dear Dr. and Mrs. Burns:

I am responding to your letter of April 28, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided about the impacts imposed by the proposed roadway to your neighborhood in Churchville. This information will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been approved to purchase right-of-way or to construct any of this project.

In your letter you had some specific questions that I have addressed below.

1. We anticipate there will be no impact to your septic system. The Draft Environmental Impact Statement prepared and circulated for this study addresses soil strata and its groundwater recharge characteristics. There are no unique circumstances which would indicate apparent impacts to your or your neighbors' systems.
2. The environmental document also addresses the effects of increases in noise levels. Along the alignments for the Southern Churchville By-Pass Alternatives, 13 noise sensitive areas were identified. Analysis at these sites of the noise levels generated by design year traffic volumes indicate there are no levels exceeding the Federal Highway Administrations Noise Abatement Criteria of 67 dBA.

V-77

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

147

3. As you have stated, the alignments for the Churchville Southern By-Pass Alternatives cross through an area rich in archeological content. Phase I and Phase II Archeological Surveys have been performed on several specific sites. None of the sites are eligible for inclusion on the National Register of Historic Places. Prior to any funded construction activities, specific site digs may be performed to document the content for future analysis.
4. Accident analysis has been performed and there are not alot of accidents occuring in the vicinity of the Campus Hills Shopping Center. If Maryland Route 22 were to be constructed the numerous access points to the shopping center would be consolidated into one major point controlled by a traffic signal.
5. Selection of the Four Lane Divided Alternative for the reconstruction of Maryland Route 22 will actually create a safer roadway. Pedestrians will cross one direction of traffic at a time. Motorists using driveways will also only impede one direction of traffic at a time. School bus stops will be made as safe as they are today.
6. Our primary reason for reconstructing Maryland Route 22 is to accommodate the volumes of traffic forcasted for the roadway. Without a widened roadway, traffic tie-ups will intensify, accident rates will increase, and the economic vitality of the area will suffer. All of this analysis has been documented in the Draft Environmental Impact Statement prepared for this study.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if you have additional questions.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:ss
cc: Mr. C. Robert Olsen

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

148

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT DEVELOPMENT DIVISION
APR 30 9 28 AM '87

NAME DAVID K. BROWN DATE 4-28-87

PLEASE PRINT

ADDRESS 2903 KRAGL DR

CITY/TOWN Churchville STATE Md. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

We already have a water table problem; the new proposed road certainly is going to have an adverse effect on an already problem situation;

Also, we are very concerned with our property value. Even though you won't be taking our property, we will be close enough to devalue our property drastically.

Another point is the air pollution. We are now rural but with the new road we might as well be in Baltimore.

What is happening to Harford County? We moved here to get away from the problems associated with the city; large population, cars, trucks, noise, poor air & a poor quality of life.

This new road will affect our quality of life & we are against it.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

149
William K. Hedmann
Secretary
Hal Kessoff
Administrator

May 8, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. David K. Brown
2903 Kragl Drive
Churchville, Maryland 21028

Dear Mr. Brown:

I am responding to your letter of April 28, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you make about the impacts to the rural environment by the Churchville Southern Bypass Alternatives. Your opposition to the bypass will be given full consideration as our study continues.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding becomes available, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-80

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

363-7555 Baltimore Metro — 865-0451 D.C. Metro — 1-800-482-5062 Statewide Toll Free

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

150

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME KATHLEEN CHRONOWSKI DATE 4/28/87

PLEASE PRINT

ADDRESS 308 Windsor Court

CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

As a resident of Churchville, I am directly affected by the State proposals of "Combined Location/Design of MD Route 22, Segment A and Segment B", and indirectly affected by the overall proposal for the Route 22 corridor redesign. I believe the present proposals are poorly devised, and fail to consider the desirable rural character of the areas involved. I support the general concept as proposed by the Route 22 Corridor Association at the April 22, 1987 public hearing at the John Carroll High School. As I am sure you are aware, everyone who attended the meeting (the auditorium was filled to capacity) is unanimously in favor of the "no build" alternative. We are talking about people who use this road on a daily basis. Since we live in a democracy, "WE THE PEOPLE" support the NO BUILD ALTERNATIVE

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

151

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT
DEVELOPMENT
DIVISION

MAY 1 10 02 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME JOSEPH J. CHRONOWSKI DATE 4/28/87

PLEASE PRINT ADDRESS 308 Windsor Court

CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

As a resident of Churchville, I am directly affected by the State proposals of
"Combined Location/Design of MD Route 22, Segment A and Segment B", and indirectly
affected by the overall proposal for the Route 22 corridor redesign. I believe the
present proposals are poorly devised, and fail to consider the desirable rural
character of the areas involved. I support the general concept as proposed by the
Route 22 Corridor Association at the April 22, 1987 public hearing at the John Carroll
High School. As I am sure you are aware, everyone who attended the meeting (the
auditorium was filled to capacity) is unanimously in favor of the "no build"
alternative. We are talking about people who use this road on a daily basis.
Since we live in a democracy, "WE THE PEOPLE" support the NO BUILD ALTERNATIVE.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-82



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kassoff
Administrator

May 21, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Joseph J. Chronowski
308 Windsor Court
Churchville, Maryland 21028

Dear Mr. and Mrs. Chronowski:

I am responding to your letter of April 28, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternate. Your comments will be given thorough consideration as we recommend a preferred alternate for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 · 0717

158

Monica M. Glumm
2920 Graftons Lane
Churchville, MD 21028
28 April 1987

153
RECEIVED

#394
MAY 7 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, MD 21203

Request that the following statement be included in the transcript of the public hearing held on 22 April 1987 at John Carroll School.

I own a home and approximately 22 acres of land in Churchville which is within Segment 2 along Option A of the proposed southern by-pass alternatives.

The green booklet published by the State Highway Administration describing the options and their effects, as well as the more detailed information available at the local libraries, contain numerous omissions and errors. For example, whereas on p. 7 of the booklet the option affecting my property is labeled "B", on p. 9 it is labeled "A".

I attended the public hearing on 22 April at John Carroll School. The charts displayed depicting the course of the highway clearly showed the roadway severing several acres at the rear of my land (No. 7) but the lost acreage was not included on the list of those affected. We queried several of your representatives who expressed some dismay at these omissions and assisted us in estimating the lost acreage and the distance between my home and the roadway. My home was also not included on the list of those residences in air and noise sensitive areas identified in the more detailed library material even though it is in closer proximity to your road than some of those homes which were included. Have such errors occurred for other properties?

My home is located towards the rear of my property so as to be closer to my septic system to which my sewage is pumped. This septic system is in the vicinity of your proposed highway. It is the only area on the property which passed the perk test. If you should infringe upon this area you may find that rather than purchasing several acres of land you will be buying a \$200,000 home as well (per last years estimate by a real estate company).

As noted by my neighbor, Donald Hines, a four-bedroom home has since replaced the trailer which you depicted in your survey. Your roadway "goes through 'his' front door and out 'his' rear". Another home has been recently built on Graftons Lane in the vicinity of your proposed roadway. What other homes and acreage have not been accounted for in your cost estimates? As a taxpayer and homeowner I view these errors and omissions as irresponsible and appalling.

I am a single female. I left the crime, noise and pollution of New York City in 1974 to find my dream here in the country. I could not have designed a more peaceful, more beautiful landscape for my Deck House. I built my home in 1979. The interior and exterior of the house is mostly wood. The design features a spacious deck and large sliding glass doors and windows which take advantage of the beauty of the surrounding

154
countryside. I did all my interior and exterior finishing work. The time and tears I have put into the home cannot be reimbursed. My large bedroom windows look towards the rear of my property and Paul Hines' pastures where the bison graze.

My father, who is now 81 years old, joined me in 1980. He loves the quiet, the privacy, the beauty of the land and the wide variety of animals which find security on my property. He is suffering considerably with the thought that a roadway could be constructed near our home. Your roadway will destroy the den of a red-tailed fox which lives near the 100 year old stone fence which you plan to bulldoze. You will destroy the homes of families of bluebirds, red-tailed hawks, wild canarys and other species of birds which make their home in and around the wooded area on the property. My pond is fed by one of two streams which pass through my land. You will undoubtedly pollute the air and these waterways and make it difficult to support this natural habitate.

Your solutions are a "band-aid" approach which, in the not to distant future, will require a more effective solution. However, in the interim you will only succeed in destroying homes, families and the beauty of the countryside where we have chosen to live. I support the NO-BUILD alternative which offers viable and more cost effective improvements to the existing Rte 22. That, combined with alternative "D", provide the most rational solution. It is also recommended that you pursue a more direct, limited access route further south between Bel Air and Aberdeen which will resolve both your current concerns as well as those you might have for the future. If you expedite your investigation in this latter area you will minimize personal hardship and ultimately save the taxpayers a great deal of money.

Sincerely,

Monica M. Glum
Monica M. Glum



Maryland Department of Transportation

State Highway Administration

May 26, 1987

155
William K. Hollman
Secretary

Neil Kassoff
Administrator

Re: Contract No. B 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Monica M. Glumm
2920 Graftons Lane
Churchville, Maryland 21028

Dear Ms. Glumm:

I am responding to your letter of April 28, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your providing information regarding the impacts associated with the Churchville Southern Bypass Alternatives to your property on Graftons Lane. I regret any ambiguity our Environmental Impact Statement may have made regarding the impacts related to your property. We will use the information you have provided to correct the evaluation data. Also, your support of the No-Build Alternate and the construction of Connection D between Maryland Routes 22 and 155 will be given full consideration as our study continues.

Once project decisions have been made, we will notify you of these decisions via a project status report which will be sent to everyone on our mailing list.

At this time, no funds have been programmed to purchase right-of-way or to construct the Churchville Bypass.

Thank you for your interest in the highway development process as it relates to this study. If you have further comments or questions, contact me or the Project Manager, Mr. Randy Aldrich, telephone 333-1139.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Charles R. Olsen
Mr. Louis H. Ege, Jr.

My telephone number is (301) 333-1110

Teletypewriter for Impaired Hearing or Speech

303-7555 Baltimore Metro — 803-0451 D.C. Metro — 1-800-462-8082 Statewide Toll Free

157

Maryland Department of Transportation

State Highway Administration

William K. Hollmann
Secretary

Nel Kasso
Administrator

May 18, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95 -
PDMS No. 123007

Ms. Patricia Hajemann
303 North Middleton Court
Churchville, Maryland 21028

Dear Ms. Hajemann:

I am responding to your letter of April 28, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternate. Your comments will be given thorough consideration as we recommend a preferred alternate for the study.

At this time, we have funding only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

City telephone number is 333-1139

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

158

Contract No. H 656-000-471
PDMS No. 123007

MAY 1 10 03 AM '87

Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Joseph Cosenza DATE 4/29/87

PLEASE PRINT

ADDRESS 3114 ALDINO Rd

CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

*As a resident of Churchville since 1943 —
2yrs, I would definitely hate to see Route
22 be anything but what it is now, kept
few left turning lanes. As it takes 5 to 10
minutes longer, then let the commuters
start earlier. I did for 25 years. ^{to 4 from} P.P.S.
What I would like to know - Why did
you make known the fact that there is
a road easement along Route 156 behind
the P.R.R. property and adjoining our property.
What are your plans for that. Very few
people knew of this until now, other than
the land property owners themselves. Now
the removal of flying - turning points, such
as jay-hawk turns, circles, etc. to be
removed by the proposed 105 alternative to 22*

Phone - 734-7815 *M. Adalberto Cosenza*
(Mrs. Joseph Cosenza)

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

159



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Mal Kasseff
Administrator

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Joseph Cosenza
3114 Aldino Road
Churchville, Maryland 21028

Dear Mr. and Mrs. Cosenza:

I am responding to your letter of April 29, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. This information will be helpful as we recommend a preferred alternative for the study.

At this time, we have funds only to complete this planning study. No funds are available to purchase right-of-way or to construct any of the project.

The easement you mentioned is utilized in the alignment for Connection D. This connection provides a new roadway between Maryland Routes 22 and 155. The existing intersection between these two roadways in Churchville is too close to the Maryland Route 136 Intersection to provide adequate traffic operation in Churchville. The Steering Committee of the Route 22 Corridor Association recommended inclusion of Connection D into the study because of the impacts associated with Connections C and C-2.

I thank you for your interest in the highway development process as it relates to the study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih
cc: Mr. C. Robert Olsen

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

160

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Monique E. Pitt DATE 4-29-87

PLEASE PRINT

ADDRESS 215 Calvary Rd.

CITY/TOWN Churchville STATE Md. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

- 1- What will happen to the property values?
- 2- What about pollution?
- 3- Will there be noise barriers?
- 4- With the large expense just what can this mess have for a positive outcome?
- 5- There are other projects in more need of this money accumulated than the proposed road 22, why is this a priority?
- 6- How come no one knew of this road being proposed and now making perk-test - why such a secret?
- 7- Why mess up a nice little town for such a short unnecessary road?
- 8- How are we to curbe Crime when pass-through traffic desires to do so?
- 9- How do you plan to curbe the back up & tie ups due to more, more, Traffic?
- 10- Business people will hurt - why up route elderly & family business?

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

161

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Oliver M. Smith Jr. DATE 29 April 87

PLEASE PRINT

ADDRESS 215 Colony Rd.
CITY/TOWN Churchville STATE MD ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

- 1.) How could this stupid idea ever get before anyone until now?
- 2.) Would you work someone cutting your farm or property up for some ~~unnecessary~~ road?
- 3.) Why is this road going to be built for some other people?
- 4.) How is this by-pass supposed to help traffic problems?
- 5.) What about the water well supply we are now using? Is it going to affect them?
- 6.) How about the environment habitat?
- 7.) How can the road be of a necessity?
- 8.) What is the sole purpose of this by-pass?

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. v-92

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

162

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Eric Pruitt DATE 4-29-87

PLEASE PRINT ADDRESS 215 Calvary Rd.

CITY/TOWN Churchville STATE Md. ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

- 1- How can you feel confident that the other grounds of Churchville are not historical?
- 2- Why was this kept such a secret for so long?
- 3- Will this cause an increase in traffic and congestion?
- 4- Is Churchville going to remain a quiet town or is it soon to be another mine?

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kessoff
Administrator

June 10, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Olbert M. Pritt, Jr.
215 Calvary Road
Churchville, Maryland 21028

Dear Mr. and Mrs. Pritt:

I am responding to your letters of April 29, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided about the impacts imposed by the proposed roadways to the Churchville area. This information will be given a thorough consideration as we recommend a preferred alternate for the study.

At this time, we have funds only to complete this planning study. No funds have been approved to purchase right-of-way or to construct any of this project.

In your letters, you had some specific questions that I have addressed below.

First Letter

1. We envision no major change to property values. Property in this area, like most property in an urbanizing area, will continue to appreciate in value. Individual assessments will be based on similar sales in the area.
2. The Draft Environmental Impact Statement prepared for this study addresses the potential for increases in air pollution. The analysis performed indicates there will be no excessive levels of pollution.
3. The environmental document also addresses our investigation of the potential for increases in noise levels. The analysis indicates that the Federal Highway Administration's Noise Abatement Criteria will be exceeded in a few locations along the reconstructed portions of Maryland Route 22. Reducing these noise levels with noise barriers has been determined not practical due to the numerous driveways along the roadway.

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 865-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

163

164

4. Traffic forecasts prepared for this roadway indicate future levels of traffic which cannot safely be accommodated by a two lane roadway. If reconstructed, the roadway can handle this traffic, experience a reduced rate of accidents, and contribute to the economic vitality of the area.
5. With the completion of Maryland Route 24 in the near future, the reconstruction of Maryland Route 22 between Bel Air and Churchville will become a top priority in Harford County.
6. Studies of this roadway have been ongoing for the last ten to fifteen years. An informational meeting was held at the Harford Community College during the fall of 1984.
7. Our information supports the need for the road improvement. We try to make every reasonable effort to minimize impacts.
8. We envision no large increase in the crime rate as a result of this proposed roadway.
9. Without major reconstruction of Maryland Route 22, traffic congestion on the roadway will increase. Continuing subdivision of land, particularly in the western end of our study area, contributes to this congestion.
10. The document examines the impact to the area from business displacements. Only the Carsins Run area would be impacted. The study estimates there are sufficient opportunities for the businesses to relocate to other locations in the immediate area.

Second Letter

1. See No. 6 above.
2. See No. 7 above.
3. Roadway improvements are justified on their benefits to the entire region.
4. The proposed Churchville Southern Bypass Alternates will relieve peak hour traffic congestion in Churchville by removing the component of the through traffic between Bel Air and Interstate Route 95 from Churchville. The remaining roadways through Churchville will be able to

Mr. and Mrs. Olbert M. Pritt, Jr.
June 10, 1987
Page 3

105

accommodate local circulation trips and through trips between Bel Air and Havre de Grace.

5. We anticipate no impact to the groundwater recharge system in your area. If our alignments for the proposed bypass displace a well you or anyone else uses for their water supply, we would appreciate your advising of its location.
6. The natural habitat was investigated and the discussion is documented in the environmental document.
7. See No. 4 above.
8. See No. 4 above.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

Re: Rt. 22 expansion

35 Lake Drive
Bel Air, Md. 2101

Hele

Sir:

I am against the widening of Rt. 22.

I agree with Dr. Hathaway and the Rt. 22
Corridor Association that this will ruin the rural
character of Churchville Rd. and end all quality of
life for residents.

I want the No Build alternative
adopted.

Anna E. Matyk

RECEIVED

APR 20 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

167
William K. Hoffmann
Secretary

Hal Kessoff
Administrator

May 22, 1987

Re: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Ms. Anna E. Martin
35 Lake Drive
Bel Air, Maryland 21014

Dear Ms. Martin:

I am responding to your letter of April 30, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternate. Your comments will be given thorough consideration as we recommend a preferred alternate for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

12118 Jerusalem Rd.
Kingsville, Md.
May 1, 1987

168

Re: Widening of Rt 22

Dear Sirs:

I am against the widening of Rt. 22 in Harford County. This will ruin the rural character of this road and make the area too commercial and lessen home values!

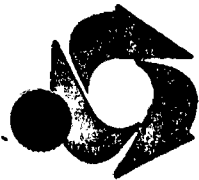
I agree with Mr Hathaway and the Rt. 22 Corridor Association and vote for the NO Build alternative.

Sincerely,
Eunice Kelly

RECEIVED

MAY 19 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Neil Kessoff
Administrator

169

May 25, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Eunice Kalb
12118 Jerusalem Road
Kingsville, Maryland 21087

Dear Ms. Kalb:

I am responding to your letter of May 1, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-100

My telephone number is 333-1139

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

170

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME John and Young Pollock DATE 5-1-87
ADDRESS 1515 Allenby Ct (Armycke Estates)
CITY/TOWN Bel Air STATE Md ZIP CODE 21034

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project:

1. The use or group of people who created this "Building of a 4 a 5 lane highway project" here in where near Norfolk County. It would be a safe time during that hour and during that is a place to spend some time of our best road-pave - lanes - spend - spend - spend.
2. The state has had to state of people in and around that and for that. "We do not want this highway" for the state of people in and around that etc. - reasons. And we are going through the actions of local police and the state is going to do what it wants, anyway. It otherwise does. Our comments mean nothing to the politicians and administration who have been will show when we have a home our home. Bel Air - Churchville. What you did to the highway.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

171
William K. Hoffmann
Secretary
Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. John Pollock
1315 Allenby Court
Bel Air, Maryland 21014

Dear Mr. and Mrs. Pollock:

I am responding to your letter of May 1, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-102
My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

172
PROJECT DEVELOPMENT DIVISION
MAY 14 10 10 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Clara (Kit) Belli DATE 5/1/87

PLEASE PRINT

ADDRESS 1310 Allenby Ct.

CITY/TOWN Bel Air STATE Md ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

I am opposed to the building
of new roads on Rt. 22 between Bel Air
& Aberdeen and widening Rt. 22 between
Bel Air and Aberdeen

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Weffmann
Secretary
Hal Kasoff
Administrator

173

May 25, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Clara Belli
1310 Allenby Court
Bel Air, Maryland 21014

Dear Ms. Belli:

I am responding to your letter of May 19, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

*Send
P. di. Aldridge
in P. di. Pharr*

7460 Donset Court
Manassas, Virginia 22110
May 1, 1987

174

Mr. Robert Olsen
State Highway Administration
2323 West Joppa Rd.
Brooklandville, Maryland 21022

Dear Sir:

I propose, whether it goes through my farm or not, that the Segment 2 from Corns Drive to Bodt's Corner that the Southern By-Pass have service lanes on each side of the limited access road. the pluses for service roads are:

- * The controlled access road could overpass the Calvary Road and the service roads would have the effect of a clover leaf at calvary road.

- * These service roads would reduce the congestion at the Churchville Presbyterian Church--Bank corner.

- * These service roads would eliminate the land locked areas.

- * Correspondingly, this would not reduce the value of the land in the Churchville Area as much since the ultimate land usage between Route 22 and the Southern By-Pass is ultimately house lots and small businesses.

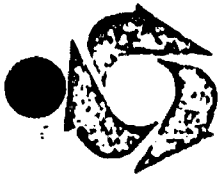
Secondly, if the Southern By-Pass Route B is selected, I suggest a little horse trading be done, acre for acre, so that the farm would not be split in two.

Lastly, water of the road be collected in a holding basin and be treated before it is released into the stream.

Awaiting your decision, I am:

Respectively Yours,

Charles E. Wirsing
Charles E. Wirsing



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kessoff
Administrator

June 8, 1987

RE: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. Charles E. Wirsing
7460 Donset Court
Manassas, Virginia 22110

Dear Mr. Wirsing:

I am responding to your letter of May 1, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided for the Churchville Southern By-Pass Alternatives. This information will be given thorough consideration as we proceed with our study.

I offer the following information in response to your recommendations for the By-Pass. We have not considered service roads on this segment of the study because it is not cost effective. The alignments for the two routes were located to minimize severance of farm parcels. If necessary, it is less expensive to purchase the severed parcel than it is to buy additional right-of-way and construct service roads. Second, we never intended to grade-separate the By-Pass with Maryland Route 136. This would again require additional right-of-way and further increase the cost of the By-Pass. Third, we feel the By-Pass without the addition of service roads will adequately relieve traffic congestion in Churchville by removing the component of traffic which is a through trip between the east and west sides of Churchville and vice versa. Finally, if this study proceeds past this planning phase, stormwater management plans will be developed prior to the onset of construction activities. As information, we currently only have funds to complete this planning study. No funds are available to purchase right-of-way or to construct any of this project.

V-106

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

175

Mr. Charles E. Wirsing
June 8, 1987
Page 2

176

I thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr. .
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:ss
cc: Mr. C. Robert Olsen

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

177
MAY 7 9 30 AM '87

PROJECT
DEVELOPMENT
DIVISION

Contract No. H 656-000-471
PDMS No. 123007

Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

given to #10
add m
ML 5/7/87

NAME Mr. & Mrs. Frank J. Vykol DATE 5-2-87

PLEASE
PRINT

ADDRESS 6420 Rosemont Avenue

CITY/TOWN Baltimore STATE Md. ZIP CODE 21206

Alternate D will only solve half the problem at best. The majority of the traffic will use Glenville Road as a short cut between Md. Rte. 155 and Md. Rte. 22.

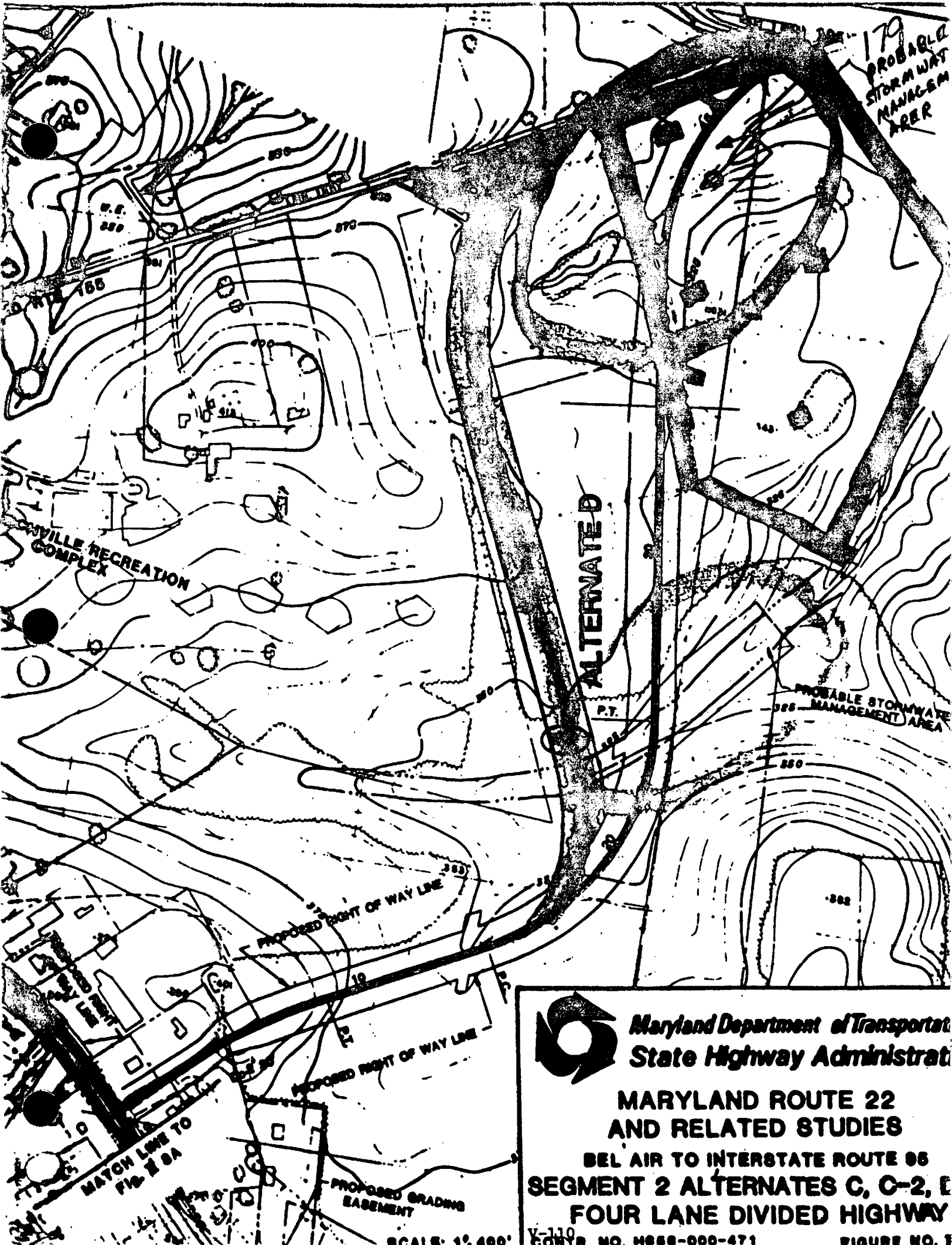
We believe that C-2 Option 1 is the best solution to the problem for the following reasons:

1. Cost is far less than the Alternate D plan.
2. Use of far less land.
3. No prime farm land will be used.
4. Stops the use of Glenville Road as a short cut between Md. Rte. 155 and Md. Rte. 22.
5. No business properties would be affected.
6. Only one minor "probable stormwater management area" problem.
7. Number of residential properties affected (3) and families displace (3) will be the same as in Alternate D with far less cost of relocation.
8. No historic properties affected.
9. Alternate D will cost far more.
10. Alternate D will use far more land.
11. Alternate D will cause the use of Glenville Rd. as a short cut between Md. Rte. 155 and Md. Rte. 22.
12. Alternate D will use prime farm land.
13. The path of Alternate D will affect (3) residential properties and families with a great cost of relocation due to the price range of homes (\$150,000.00 to \$350,000.00).
14. Two "probable stormwater management areas" will be encountered if Alternate D is used.

178

If the plan of Alternate D is the decision of the Maryland Department of Transportation; we the owners of the area outlined in red request the road known as Alternate D be re-located approximately 800 feet east of the proposed site as designated in yellow on the map enclosed. The small green rectangles are the proposed homesites shown within the property (outlined in red). All the homesites have had a positive perc test except one. Three of the homesites will be affected by the path of Alternate D.

The relocation of Alternate D as shown in yellow will also eliminate bridge-work over the streams in the "probable stormwater management areas" and the maintenance of the "probable stormwater management areas" (circled in yellow). The relocation of Alternate D (shown in yellow) has no proposed housing sites in its path.



179
 PROBABLE
 STORMWATER
 MANAGEMENT
 AREA

COWVILLE RECREATION
 COMPLEX

ALTERNATED

PROBABLE STORMWATER
 MANAGEMENT AREA

PROPOSED RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

PROPOSED GRADING
 EASEMENT

MATCH LINE TO
 FIG. 2 BA

SCALE: 1" = 400'



Maryland Department of Transportation
 State Highway Administration

**MARYLAND ROUTE 22
 AND RELATED STUDIES**

**BEL AIR TO INTERSTATE ROUTE 95
 SEGMENT 2 ALTERNATES C, C-2, D
 FOUR LANE DIVIDED HIGHWAY**

V-110

FIGURE NO. H888-000-471

FIGURE NO.



Maryland Department of Transportation

State Highway Administration

180

William K. Hellmann
Secretary

Hal Kassoff
Administrator

June 12, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Frank J. Vykol
6420 Rosemont Avenue
Baltimore, Maryland 21206

Dear Mr. and Mrs. Vykol:

I am responding to your letter of May 2, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided regarding additional impacts associated with Maryland Route 155 Connection Alternative D. This information, as well as your endorsement of Alternative C-2, Option 1 will be given a thorough consideration as we recommend a preferred alternative for this connection. If Alternative D is ultimately selected, we will investigate relocating the alignment as you have recommended.

At this time, we have funds only to complete this planning study. Funds to purchase right-of-way or to construct any of this project have not yet been programmed.

I thank you for your interest in the highway development process as it relates to this project. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih
cc: Mr. C. Robert Olsen

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIVISION
MAY 7 9 30 AM '87

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME John & Pat Trompeter DATE 5/3/87

PLEASE PRINT ADDRESS 1309 Albany Ct.
CITY/TOWN Bel Air STATE Md ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

We would like to see No Build with improvements done to Rt 22. We purchased our home in Ameylar Estates to give our family a rural atmosphere + clean air. My back yard runs with Rt 22. We cannot sit out on our deck now because of the noise. Give the people what they want - No Build. If Mr. Hathaway's suggestion for extending Rt. 230 seems to be the answer.

If Rt. 22 is your decision, I would like to see the divided road with trees in the middle + all along the sides of the road. Ameylar would be pleased with a 2nd buffer around our development as a sound + pollution buffer + absolutely no truck usage or turns around on Rt. 22.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List. V-112



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. John Trompeter
1309 Allenby Court
Bel Air, Maryland 21014

Dear Mr. and Mrs. Trompeter:

I am responding to your letter of May 3, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

If the four lane divided alternates were to be selected, comprehensive landscaping plans would be required. Measures in these plans would investigate plantings in the median and along the outside edge of the widened roadway.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

182

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

by May 8 1987

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Frank A. Buckley and friends DATE May 4, 1987

PLEASE PRINT ADDRESS 3402 Crosswood Drive

CITY/TOWN Aberdeen STATE Maryland ZIP CODE 21001

I/We wish to comment or inquire about the following aspects of this project:

This is to accept your invitation to add further comments on the proposals for Maryland Route 22 from Bel Air to I-95 at Aberdeen. Along with several hundred others, we attended the hearing at John Carroll School on April 22, 1987. Our comments begin on this form which was provided, but continue on attached sheets. Copies of relevant documents are also attached to clarify the ideas expressed here in words.

What the crowd expressed unanimously at John Carroll School is that the "No Build" alternate is the only acceptable one; that the other alternates would turn out to be more destructive than constructive; that they would destroy a lot of valuable property and, more importantly, they would destroy the quality of life for a large proportion of the present population of Harford County. It was also obvious that none of the alternates could safely handle all of that huge expansion of traffic which we all know is coming in not-too-distant future.

We, too, agree with that position expressed unanimously by those present at John Carroll that all alternates offered by the State are unacceptable except the "No Build." We, too, concur in the State's position that Route 22 under the "No Build" alternative is inadequate to handle safely even the current traffic load, and we fully agree with the State's projection that the traffic volume from the Bel Air area to the Aberdeen area is subject to immense future expansion.

(Continued on attached sheets)

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

184

Statistics show that Harford County is the most rapidly growing county in this part of the country. We cannot keep people out, and such things as crowded roads or lack of roads will not discourage them from coming. They are coming, no matter what, and they have a right to come. They also have a right to adequate transportation facilities. We all know that something must be done, but what?

Let's think about it. It seems the answer is on page 2 of the bulletin made available at John Carroll entitled "Your Land and Your Highways." Page 2 is headed "Why Are New Highways Needed?" The text on that page explains clearly that new highways are needed, only mentioning improving old ones. It is plain that what we need is new highways. All our planning must accept that premise. It takes time to plan and build, so now is the time to get on with it.

We highly compliment the State for a timely recognition of these needs. The current relocation of Route 24 is a good example. Another good example is the set of proposals presented at a public hearing at the Bel Air Middle School on December 4, 1978. (Copy enclosed) It was labeled "Mi. Route 23 Extended," which is an appropriate name.

The proposal included alternates A, B, C and D. However, basically it was a choice between alternates A and B in terms of new highways. Alternate A is the obvious choice. It is more direct, and it provides the needed outlet for more new territory. In all, it would be a useful, practical route for a new broad highway. It could be provided with as many lanes as needed for the present and projected traffic load.

But the choice of alternate A for the Route 23 extended is not enough. Although it would provide a convenient route for traffic to and from the north of Bel Air, it needs another arm to handle the traffic headed toward Aberdeen from the south and southwest of Bel Air. The new broken line we have added to the enclose map of the proposal is a good suggestion for such an arm. It could follow Wheel Road to its intersection with McPhail Road and go on from there to connect with the newly constructed Bel Air South Parkway which connects the

current Route 24, the new Route 24, and Tollgate Road with a broad divided boulevard. These, in turn, connect with U. S. Route 1 farther on. This entire arm of the new highway could be designated "Bel Air South Parkway. Traffic originating within the town of Bel Air could use Route 22 for access to the new Route 23 extended if it were more convenient than Bel Air South Parkway.

Thus, it appears that the solution to that serious problem of providing a safe and practical highway for that increasingly excess traffic to Aberdeen is to go back to that 1978 proposal. The only change needed is to add that extra southwest arm to connect with Bel Air South Parkway.

We recognize that it is not enough to just reject the widening of Route 22. We need an entirely different alternative in order to serve the present and future traffic volume. Here we have presented such an alternative which is sensible and practical. Mostly, it has already been developed by the State. It should be adopted and finalized as suggested herein. Costs would probably be little, if any, more than the Route 22 alternates. Construction should begin as soon as any funds become available.

*Frank A Buckley
and Friends*

186

YOUR LAND AND YOUR HIGHWAYS



YOUR RIGHTS AND BENEFITS

REV. 10-86

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

WHY ARE NEW HIGHWAYS NEEDED?

The population explosion, together with the accelerating growth of new residential, commercial and industrial areas throughout the State, has created a need for more and better highways in Maryland. As the number of cars, trucks and buses continue to increase, congested streets and highways have contributed to an inevitable slowdown in traffic movements and a mounting accident and death rate.

Recognizing the urgent need for an Interstate Highway System, the Congress enacted the necessary laws to help the States build a modern highway network. With the assistance of the Maryland Legislature, the State Highway Administration has become a participant in the Federal aid program which will provide Maryland with an extensive highway system. It has undertaken other major highway projects under the Federal Appalachian Development Act, in addition to programs to rebuild and upgrade the State's existing highways.

Many miles of safer, up-to-date highways will be built or reconstructed in future years to keep pace with Maryland's growth and to stimulate economic development.



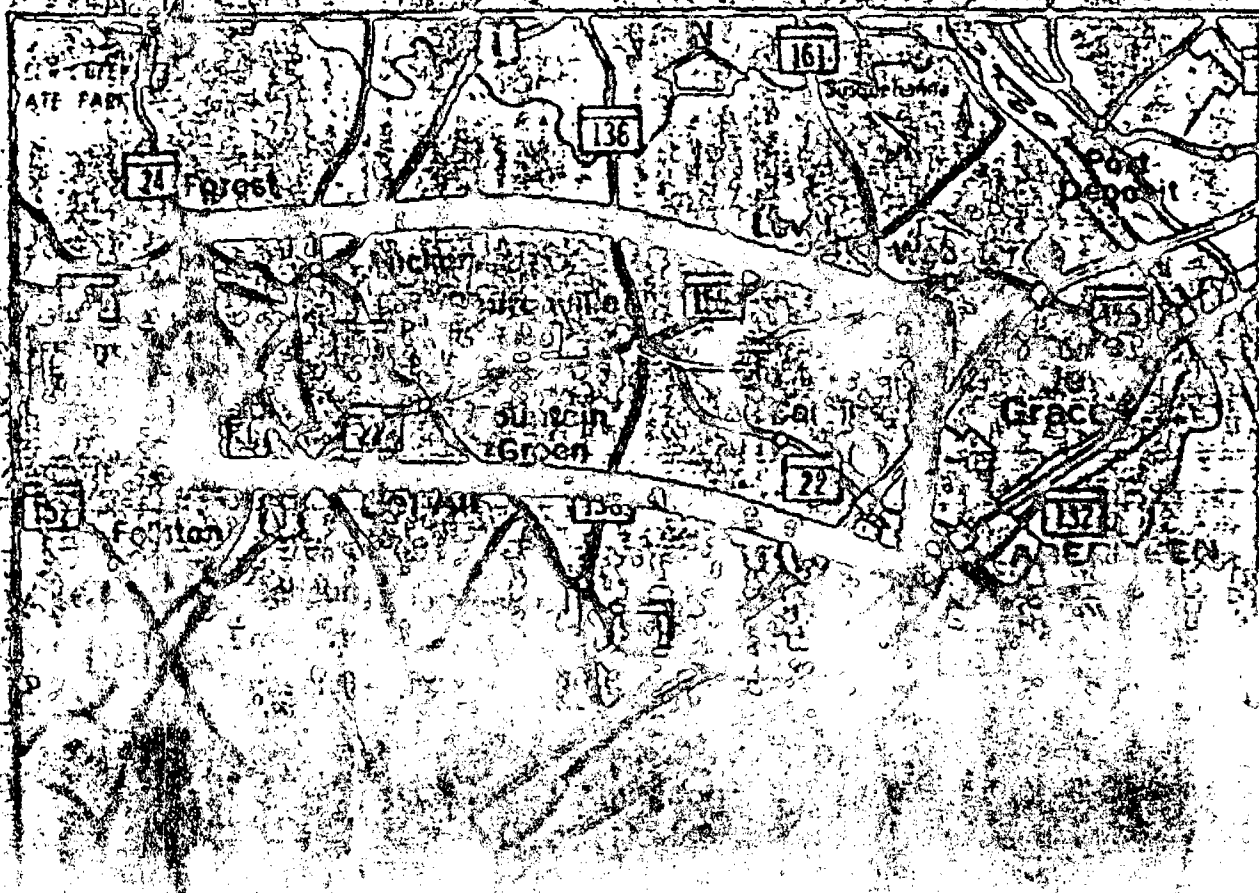
Maryland Department of Transportation
State Highway Administration

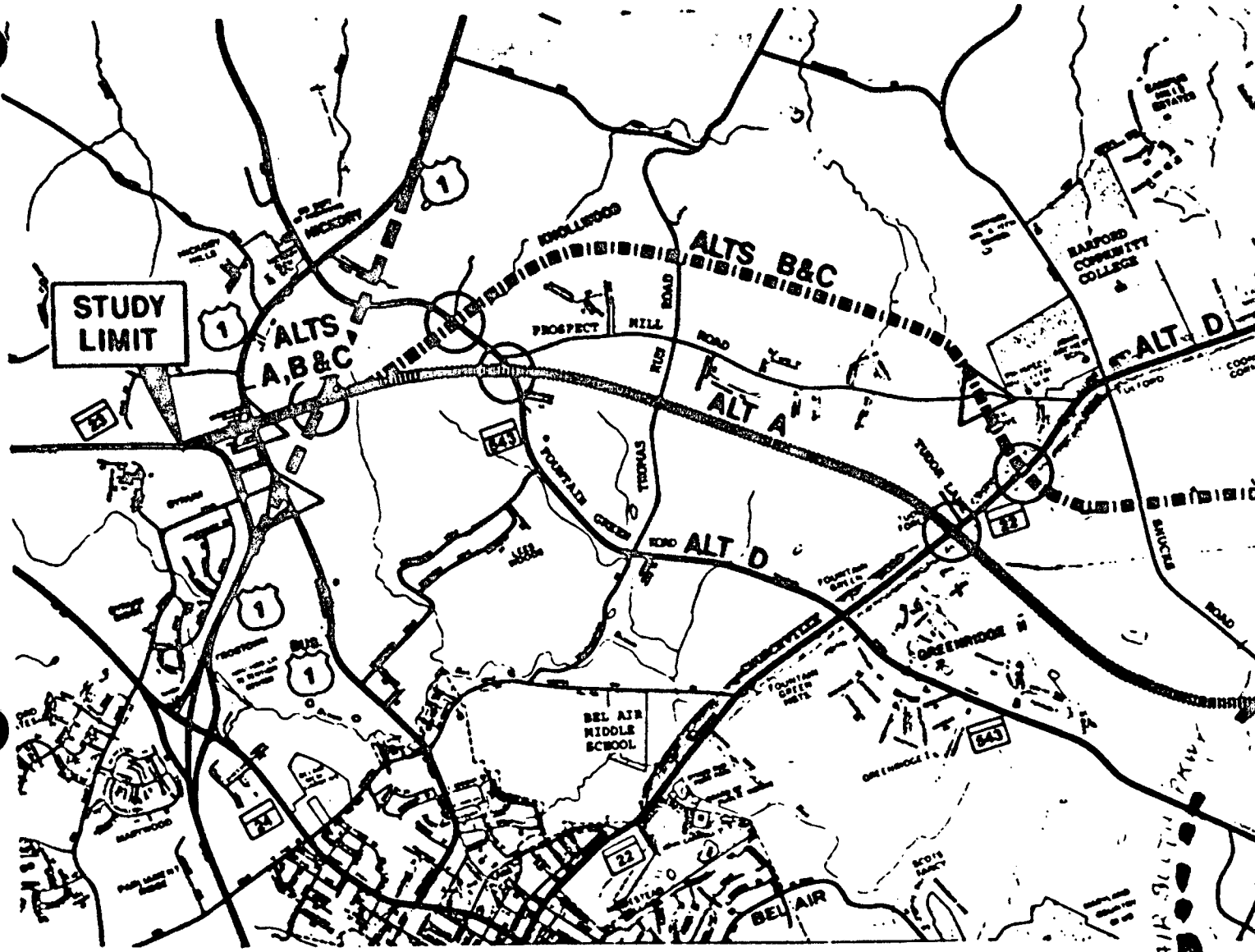
188

ALTERNATES PUBLIC MEETING

MD. RTE. 23 EXTENDED

From U.S. 1 to Interstate 95



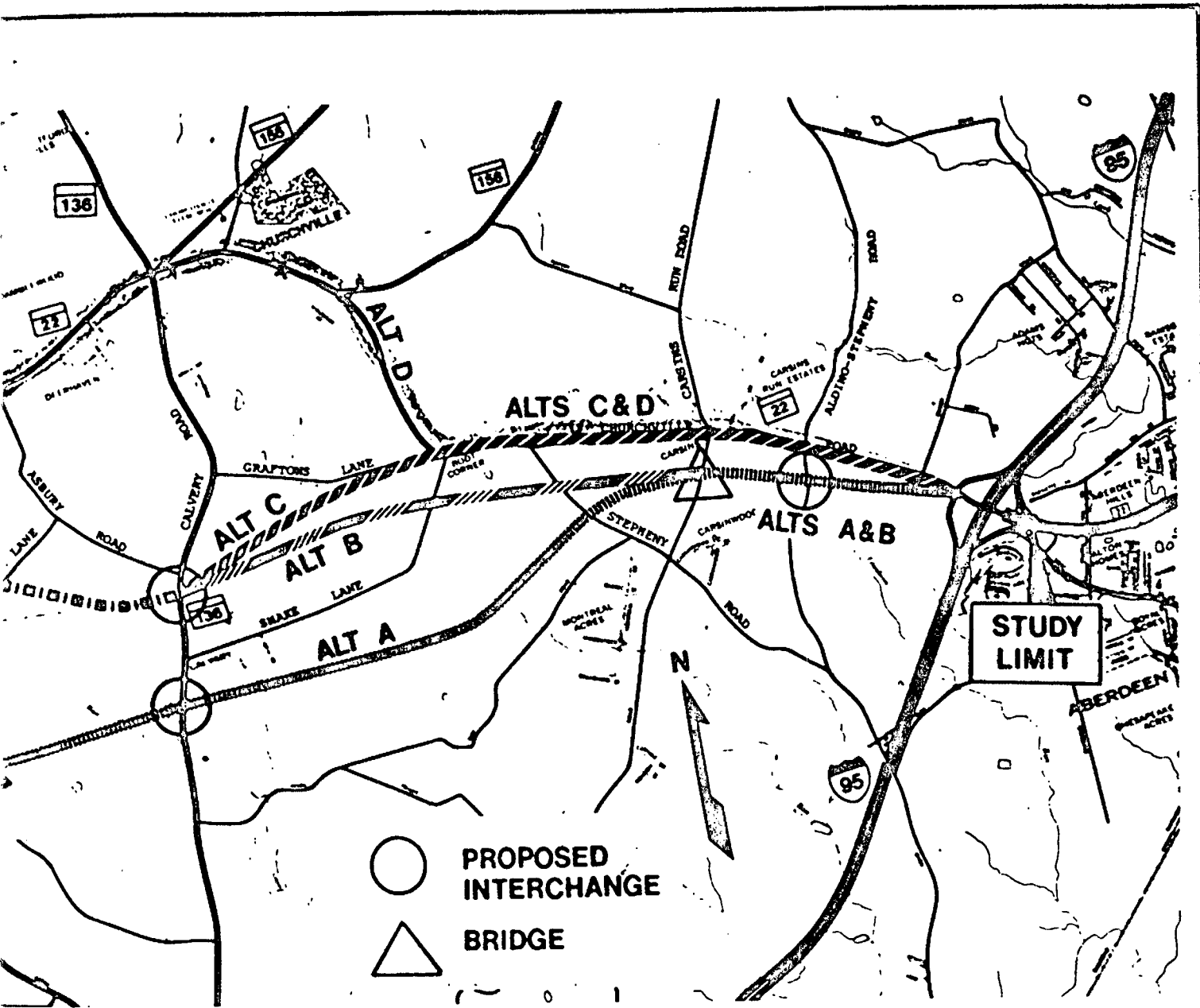


SUMMARY OF

ALTERNATE	LENGTH (Miles)	PROPERTIES AFFECTED				ST CR
		Dwellings	Businesses & Farms	Impact on Public Land	Historic Sites ①	
A	10.50	41	4	NO	YES-2	
B	10.35	65	3	NO	YES-2	
C	10.45	71	9	NO	YES-2	
D	10.98	7	5	NO	YES-1	
NO BUILD	11.9	0	0	NO	NO	

① Included on National Register

② Normal Maintenance Only

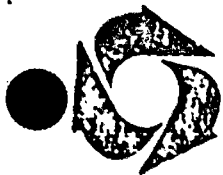


○ PROPOSED INTERCHANGE
 △ BRIDGE

ALTERNATES

M VGS	REQUIRED RIGHT OF WAY (Ac.)			PRELIMINARY COSTS ESTIMATES		
	Agricultural	Residential	Comm. & Industrial	Right of Way (\$1000)	Construction (\$1000)	Total (\$1000)
	200	100	28	7,000	31,610	38,610
	198	102	26	9,250	31,330	40,580
	200	80	20	8,000	25,920	33,920
	0	2	1	1,335	10,330	11,665
	0	0	0	0	0	0

191



Maryland Department of Transportation

State Highway Administration

William K. Hallmann
Secretary

Hal Kessoff
Administrator

June 8, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 -- Bel Air
to Interstate Route 95
PDMS No. 123007

Mr. Frank A. Buckley
3402 Crosswood Drive
Aberdeen, Maryland 21001

Dear Mr. Buckley:

I am responding to your letter of May 4, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided and your endorsement of the No-Build Alternate. This information will be given thorough consideration as we recommend a preferred alternative for the study.

At this time, we have funds only to complete this planning study. No funds have been approved to purchase right-of-way or to construct any of this project.

We are currently evaluating the impacts associated with the previous study alternates for Maryland Route 23. In the ten years since they were identified, many of the criterion used to measure impacts has changed. Two significant impact measures have become more strenuous. These are farmland and wetland requirements; and our past studies had many such impacts.

A connection between the previously studied alignments of Maryland Route 23 and the southeast side of Bel Air, utilizing McPhail Road, is being investigated. An initial response from Harford County is not encouraging. They feel it is inconsistent with land use policies developed for that portion of the County.

192

Mr. Frank A. Buckley
June 8, 1987
Page 2

Thank you for your interest in the highway development process as it relates to the study. Please contact us again if we can provide additional assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy Aldrich
Randy Aldrich
Project Manager

LHE:RCA:ss
cc: Mr. C. Robert Olsen

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

193

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT DEVELOPMENT DIVISION
MAY 7 9 30 AM '87

NAME MR+MRS. LACY FRANCIS FRAWOOD ALREADY ON DATE 5/4/87

PLEASE PRINT

ADDRESS 2005 CHURCHVILLE ROAD

CITY/TOWN BEL AIR STATE MD. ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

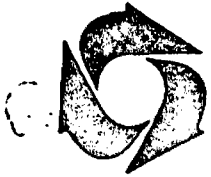
We have lived at 2005 Churchville Road for 16 years. We would like to take this opportunity to register with the State Road Commission as being opposed to all the proposed alternatives except the no-build alternative. We cannot see widening the present road which is wedged between two rows of houses. Some of which is so close to the road as 20'. To do this would require dozens of families. It would upset the entire community. Extending Maryland route 23 from Hiedarge to I-95 at Aberdeen would make more sense. Route 22 runs through a nice residential area and the people would like to keep it that way. My house is now approx 30' from the existing right of way line and just back on my property would completely ruin it and I intend to fight this to the finish. Another thing that upsets me is a truck turn around kept to my property. This would cause a lot of noise 24 hrs per day and would be very undecid to a large number of neighbors. Again I recommend the 23 bypass and leave Rt 22 as it is at present time.

Lacy + Edna L. Francis

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary
Hal Kossch
Administrator

194

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Lacy Francis
2005 Churchville Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Francis:

I am responding to your letter of May 4, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:

Randall C. Aldrich
Randy Aldrich
project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-125

My telephone number is 333-1139

Janet Garland 195
2704 Emmorton Rd
Aberingdon, Md
21009

Re: Widening of Rt 22
Hayward County

Sirs:

I am against the widening of Rt 22
in Hayward County. This will ruin the rural
character of the area. We do not need another
"freeway" for trucks!

I agree with Mr. Hathaway and the
Rt 22 Corridor Assoc. and want the
"NO BUILD" alternative adopted.

Sincerely,

Janet Garland

RECEIVED

MAY 4 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

196

William K. Hoffmann
Secretary

Neil Kasloff
Administrator

May 18, 1987

RE: Contract No. H 656-000-471
Maryland Route 22 - Bel Air
to Interstate Route 95
PDMS No. 123007

Ms. Janet Garland
2704 Emmorton Road
Abingdon, Maryland 21009

Dear Ms. Garland:

I am responding to your letter of May 4, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate the comments you have provided about retaining the rural character of this part of Harford County. Your endorsement of the No-Build Alternate will be given full consideration as our study continues.

At this time, we have funds only to complete the planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funding is made available, you will be notified via the project mailing list.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE:RCA:bh

cc: Mr. C. Robert Olsen

V-127

My telephone number is 333-1139

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

197.

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Mr. + Mrs. Michael Hart DATE 5/5/87

PLEASE PRINT ADDRESS 1319 Allenby Ct.
CITY/TOWN Bel Air STATE Md. ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

We are for NO BUILD. We agree Rt. 22
needs improvements. A 4 lane highway would
cause our area to become polluted with noise
not to mention air pollution ^{from} the trucks
that would use the road if it were made
wider. The back of our house faces Rt. 22
we are separated by houses, a stream and a
field, the noise level at this point is very
noticeable even in the winter with the
windows closed.

Please give consideration to the Rt. 23 Alternate
Plan.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

198
William K. Helmer
Secretary
Hal Koscoff
Administrator

May 20, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Michael Hart
1319 Allenby Court
Bel Air, Maryland 21014

Dear Mr. and Mrs. Hart;

I am responding to your letter of May 5, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-129
My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

199

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

PROJECT
DEVELOPMENT
DIVISION
MAY 11 9 45 AM '87

NAME MR. AND MRS. JOHN H. KINEKE, JR. DATE MAY 11 1987

PLEASE PRINT

ADDRESS 3403 CROSSWOOD DRIVE

CITY/TOWN ABERDEEN STATE MARYLAND ZIP CODE 21001

XXWe wish to comment or inquire about the following aspects of this project:

The various BUILD alternatives proposed by the State Highway Administration (SHA) for the Route 22 corridor are unacceptable to us and to the people of Harford County.

SHA concedes that traffic on present Route 22 will increase in the future. Building a four or five lane road, on which many driveways and small side roads intrude, will not solve the problem.

The only answer is an entirely new road: LIMITED ACCESS ROUTE 22. This should be located to the south of the present Route 22 on a more direct line between Aberdeen and Bel Air.

Please send your planners back to the drawing boards. Ask them to consider the year 2,000 and beyond.

Sincerely yours,

Wilma A. Kineke
Wilma A. Kineke

John H. Kineke Jr.
John H. Kineke, Jr.

Mr. and Mrs. John H. Kineke, Jr.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

William K. Hoffmann
Secretary

Hal Kesoff
Administrator

May 8, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
P.D.M.S. No. 123007

Mr. and Mrs. John H. Kineke, Jr.
3403 Crosswood Drive
Aberdeen, Maryland 21001

Dear Mr. and Mrs. Kineke:

I am responding to your letter of May 5, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate receiving your comments against reconstructing existing Maryland Route 22. Your recommendation to study a new alignment for Maryland Route 22 south of the existing roadway will be given full consideration as our study progresses.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project. If and when funds are available, you will be notified via the project mailing list.

I thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

2405 Churchville Road
Bel Air, Maryland 21014
A/C: 301 - 734-6448

201
PROJECT
DEVELOPMENT
DIVISION
MAY 13 12:42 PM '87

5 May

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E-19
MAY 12 1987
#409

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Dear Sir/Madam:

1. References:

- a. Interim Alternatives Location Meeting, Maryland Route 23 Extended, 14 October 1976.
- b. Alternatives meeting, Maryland Route 22, 31 May 1977.
- c. Route 23 Extension, 5 Plans, 5 December 1978.
- d. Combined Location Design Public Hearing Maryland Route 22, 22 April 1987.

2. Over the past 21 years, there have been several meetings on the various improvements of Route 22, and Route 23 as noted in above references. It appears to me that all concerned are not coming forth and stating their true feelings on what the State Road Commission wants, what our elected representatives want and what the general public's position is. At all the meetings, the State Highway staff presents various alternatives, (No-Build, Four-Lane, Five Lanes), and even options within the alternatives.

3. Presently, it is very confusing to the average person because in your latest meeting, you talked about three segments, but primarily emphasized the Southern By-Pass A&B which has to deal with the By-Pass (Segment 2) of the Churchville Area. However; it appears to me that you are recommending reference b, Alternative 2, with A&B By-Pass option which puts us back to the 1977 timeframe. At that meeting, I expressed my concern on the state site survey, where the person or persons/who accomplished this survey did not recognize that if you took the majority of our front yards, you would eliminate our water source or sewage systems. Also you did not recognize this as a minority community (houses right across from Campus Hill Shopping Center), in this area which you will have to relocate, thus; your statement "you will not have no impact on minority groups" is incorrect.

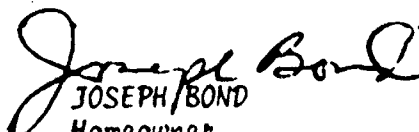
4. Finally, I would like to ask the following questions:

- a. Why not study Alternates 6 and 7, reference "a", which has the least impact on dwellings, businesses, and the least miles.
- b. Can you arrange for someone from your office to come talk to persons who live in the Campus Hill Development, referred to as (COON'S CORNER) where I live.

202

5. I recommend that you go with the "No-Build" Alternative since your facts or impact of minority community is incorrect and that the four or five lane highway you are proposing will destroy more homes than you state in your brochure.

Respectfully,


JOSEPH BOND
Homeowner

Encl:
List of Elected Officials

203

Senator William H. Amoss
2803 Bel Air Road
Fallston, Maryland 21047

Telephone: 838-7555

Delegate William A. Clark
2523 Bradfield Avenue
Bel Air, Maryland 21014

Telephone: 838-9433

Delegate Joseph V. Lutz
1604 Churchville Road
Bel Air, Maryland 21014

Telephone: 838-0900

Senator Catherine I. Riley
20 Office Street
Bel Air, Maryland

Telephone: 838-7010

Delegate William H. Cox, Jr.
625 Ridgewood Avenue
Bel Air, Maryland 21014

Telephone: 836-8447

Delegate Barbara O. Kreamer
100 Custis Street
Aberdeen, Maryland 21001

Telephone: 575-7034

Delegate Eileen Rehrmann
Main & Lee Streets
Bel Air, Maryland 21014

Telephone: 838-0123



Maryland Department of Transportation

State Highway Administration

June 11, 1987

William K. McManis
Secretary

Mal Kessoff
Administrator

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. Joseph Bond
2405 Churchville Road
Bel Air, Maryland 21014

Dear Mr. Bond:

Thank you for your letter of May 5, 1987 regarding our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. There have been several planning studies in this part of Harford County in the past few years. Perhaps I can clarify your understanding of the past meetings you mentioned in your letter.

In the 1970's, we had two active project planning studies in the corridor. One was for the reconstruction of existing Maryland Route 22 between Bel Air and Churchville, the other was for Maryland Route 23 between Hickory and Interstate Route 95. Maryland Route 23 was a proposed multi-lane roadway on a new alignment. At the time, long range traffic forecasts based on future land use in the study areas justified both studies.

Meetings were held for both of these projects. Your references a, b and c were Alternates Meetings that document our progress on the two projects. After the December 5, 1978 meeting, Harford County modified land planning and removed Maryland Route 23 from their Master Plan. At that point, the two projects were combined using the existing alignment of Maryland Route 22 as a study corridor. Concepts for a new connection between Maryland Routes 22 and 155, as well as a short southern bypass of Churchville, were considered vital elements of the corridor study. In October of 1984, the Route 22 Corridor Association and the Harford County Delegation conducted an informational meeting on the combined study at Harford Community College. The Public Hearing on April 22, 1987 was for the combined study, and included the recommendations made at the informational meeting.

V-135

My telephone number is _____

Mr. Joseph Bond
Page Two

205

In response to your specific questions, we offer the following information.

- a. Alternatives 6 and 7 were identified in the October 14, 1976 Alternates Meeting on Maryland Route 23. After that meeting, these alternatives were deleted from further study. They had severe environmental impacts. Study proceeded on Alternatives 1 and 4, which became Alternatives A and B respectively at the December 4, 1978 Alternates meeting. All studies on Maryland Route 23 were terminated at the request of Harford County. This request was concurred in by the Harford County Delegation.
- b. We would be happy to have someone from our staff address members of your community. Please contact Mr. Randy Aldrich, the Project Manager, telephone number 333-1139, to arrange a convenient date.

Your endorsement of the No-Build Alternative is noted. Your comments will be given a thorough consideration in our decision on this study. Please feel free to contact me again if I can provide further assistance.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Hal Kassoff
Mr. Charles R. Olsen
Mr. Louis H. Ege, Jr.

1107 Benjamin Rd
Bel Air Md 21014
May 6, 1987 ²⁰¹⁴

Re: Rt 22 Widening

Sirs,

I am against the widening of Rt 22 in Harford County. This will ruin the rural character of the road and make the area too commercial and lose its home value!

I agree with Mrs Hattaway and the Rt 22 Corridor Association and vote the No Build at Kenatone!

Sincerely,
Mardene Martin

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MAY 11 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING



Maryland Department of Transportation

State Highway Administration

267
William K. Hoffmann
Secretary
Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Darlene Martin
1107 Benjamin Road
Bel Air, Maryland 21014

Dear Ms. Martin:

I am responding to your letter of May 6, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

208

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Mark & Chris Arcella DATE 5.6.87

PLEASE PRINT

ADDRESS 1307 Buckle Cr

CITY/TOWN Belle STATE MD ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

We moved to Belle to get away from

all the traffic of Buckle Cr. We are being

discouraged by the proposal to add lane

highway thru Belle - which will be

help you find alternate place

to build the proposal.

Concerned Resident

Mark & Chris Arcella

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

209.

William K. Hoffmann
Secretary

Mai Kassoff
Administrator

May 25, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Mark Apicella
1307 Beckett Court, Apt. B
Bel Air, Maryland 21014

Dear Mr. and Mrs. Apicella:

I am responding to your letter of May 19, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-140

My telephone number is 333-1139

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

210

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Donna Renner DATE May 6, 1987

PLEASE PRINT ADDRESS 1312 Allenby Court

CITY/TOWN Beth Air STATE Maryland ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

When my husband and I bought our house in
Angelic Estate two and a half years ago (2 1/2), we liked the area
because it was a quiet town with lots of fresh air. If Route 22
is widened to four or five (4 or 5) lanes, the noise and pollution levels
will be unbearable. The increased traffic will also endanger our
children's safety. I therefore vote "No Build."

Thank you.

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MAY 14 1987

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

211
William K. Nellmann
Secretary
Hal Kessoff
Administrator

May 25, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Ms. Donna Renner
1312 Allenby Court
Bel Air, Maryland 21014

Dear Ms. Renner:

I am responding to your letter of May 6, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randall C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

212

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME JAMES RENNER DATE MAY 6, 1987

PLEASE PRINT ADDRESS 1312 ALLENBY COURT

CITY/TOWN BEL AIR STATE MARYLAND ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

I moved out to Amyclae Estates off Route 22 two and a half years ago because it was a quiet rural area. With a new four or five lane highway, the noise level and pollution will be unbearable. The increased traffic will also endanger our children's safety. I therefore vote "NO BUILD"

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

213

William K. Hoffmann
Secretary

Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. James Renner
1312 Allenby Court
Bel Air, Maryland 21014

Dear Mr. Renner:

I am responding to your letter of May 6, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by: Randy C. Aldrich
Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-144

My telephone number is 333-1139

214

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME H. Miller Scarborough DATE May 6, 1987

PLEASE
PRINT

ADDRESS P.O. Box 188

CITY/TOWN Churchville STATE Maryland ZIP CODE 21028

I/We wish to comment or inquire about the following aspects of this project:

The present Maryland Route 22 is very crooked between Bel Air and Aberdeen; therefor, I strongly object to proposals for construction of a four lane divided highway or a five lane undivided highway on the present alignment. Noise levels which would exceed Federal Noise Abatement Criteria levels and vehicle exhaust fumes would make it extremely unhealthy to live along such a road.

A four or five lane highway would damage or destroy homes, churches, cemeteries, businesses and communities without ever producing a safe and efficient travel route. The added danger for school children, school buses, and other service providers would adversely impact the entire area between Aberdeen and Bel Air. If a new road is to be built, it should be a controlled access highway south of the present Route 22.

I support the construction of Alternate Connection D in Segment 2 which would not damage any historic areas or residences. Alternate Connection C would create new intersections and traffic control problems on Maryland Route 22 and Maryland Route 136 in addition to dividing an historic area and large operating farms. Alternate Connection C-2 would produce a sharp curve through an established residential area in Churchville.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation

State Highway Administration

215
William K. Hoffmann
Secretary

Hal Kessoff
Administrator

May 19, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. H. Miller Scarborough
P.O. Box 188
Churchville, Maryland 21028

Dear Mr. Scarborough:

I am responding to your letter of May 6, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative for Maryland Route 22 and Alternative D for the connection between Maryland Routes 22 and 155. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-146 333-1139
My telephone number is

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

216

Contract No. H 656-000-471
PDMS No. 123007
Location-Design Public Hearing
Maryland Route 22
Shamrock Road to Interstate Route 95
Wednesday April 22, 1987
John Carroll High School

NAME Joseph and Caroline Blume DATE May 6, 1987

PLEASE
PRINT

ADDRESS 1305 Beckett Court

CITY/TOWN Bel Air STATE MD ZIP CODE 21014

I/We wish to comment or inquire about the following aspects of this project:

We favor the "no build" alternative.
We wanted a country atmosphere and moved
here for that reason. Why are you
trying to "cityfy" this area?

Put a halt on the amount of
construction in this area & keep the
population to a limit so that we can
still maintain our country atmosphere
farm lands and peace and quiet which
is what brought us to Harford Co. in the
first place.

Thank you for letting us voice our concerns

Mr & Mrs. Joseph Blume Jr.

Please add my/our name(s) to the Mailing List.*

Please delete my/our name(s) from the Mailing List.

*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Maryland Department of Transportation

State Highway Administration

217
William K. Holtmann
Secretary
Hal Kessoff
Administrator

May 19, 1987

Re: Contract no. H 656-000471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. and Mrs. Joseph Blume
1305 Beckett Court
Bel Air, Maryland 21014

Dear Mr. and Mrs. Blume:

I am responding to your letter of May 6, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we recommend a preferred alternative for this study.

At this time, we have funds only to complete this planning study. No funds have been appropriated to purchase right-of-way or to construct any of this project.

I thank you for your interest in the Highway Development Process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Project Development Division

by:


Randy Aldrich
Project Manager

LHE/RCA/ih

cc: Mr. C. Robert Olsen

V-148

My telephone number is 333-1139

Teletypewriter for Impaired Hearing or Speech

363-7855 Baltimore Metro - 865-0451 D.C. Metro - 1-800-492-5082 Statewide Toll Free

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#405
MAY 11 1987

**DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING**

830 Maxa Road

Aberdeen, Md. 21001

May 7, 1987

218

State Highway Administration
Office of Planning and Preliminary Engineering
Att: Neil J. Pedersen
Box 717
Baltimore, Md. 21203

PROJECT
DEVELOPMENT
DIVISION
MAY 12 8 26 AM '87

Dear Sir,

In December of 1978 the State Highway Administration held a public meeting on alternates for extending Route 223 and for relieving the traffic congestion on Route 22. At that time, based on projected 1995 traffic needs, a four lane limited access divided highway was required between Maryland 22 and I-95. Additional official information in the brochure stated that the improvement of the existing route would not have access control, and therefore generate highway-oriented commercial and industrial development along Maryland 22 at a more rapid rate than is now occurring.

Since that time a comprehensive zoning plan for Harford County was adopted. For the Route 22 corridor that plan, except for the intersections, designated the zoning to be "Rural Residential". Although it was delayed for several years due to very high interest rates, residential construction along this route has increased dramatically in the last several years. People have invested millions of dollars in residential property on and near Route 22 with the assumption that their investment will be protected, as they have the right to expect, from any building or activity which violates the residential mandate of the zoning. It is not necessary for me to list in detail the restrictions imposed by the rural residential designation. For the State

219

Highway Administration to consider the construction of a four lane divided highway or a five lane undivided highway, with truck turn-arounds through this unlimited access residential area is not practical, not intelligent, not planned by professionals, and is probably not legal. If the meeting in the John Carrol School was to determine if a zoning variance was possible, the answer was clear: it was turned down by a vote of approximately 500 to 0.

If the State ignores the zoning laws (it may result in a class action lawsuit) and the overwhelming opposition at the planning meeting, what will result?

1. Even though the zoning laws will slow the predictions made by the State Planners in 1978, I agree with them. The demand for commercial development along Route 22 will become so great that local political figures will not be able to stem the tide.

2. Residential property values will be destroyed.

3. With the unlimited access and the development along this route, even a six lane highway will not move traffic efficiently. Travelers along this route will encounter delays that people in Herford County have never experienced before for two or three years while work is being done.

4. Each year that there is a delay in building a new, planned limited access road the more difficult it becomes to find an optimum location because of the growth and the more costly it becomes.

I therefore recommend the no-build option for Route 22, but urge immediate action in reviewing the alternatives of 1978 and direct state highway planners to make a current suggestion for a new route with limited access except at the intersections. Proper planning would probably be a new southern route which extended Route 23, intersected current Route 22, continued south far enough to be the beginnings of a Bel Air bypass and then a direct Route to I-95.

Robert L. Martz 220

Robert L. Martz

Co-owner of the "Dibb House"

1737 Churchville Road



Maryland Department of Transportation

State Highway Administration

221

William K. Hollmann
Secretary

Neil Kessoff
Administrator

June 8, 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. Robert L. Martz
830 Maxa Road
Aberdeen, Maryland 21001

Dear Mr. Martz:

I am responding to your letter of May 7, 1987 pertaining to our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. - Your endorsement of the No-Build Alternative for the study is noted. Your comments will be given a thorough consideration as we proceed with the recommendation of a preferred alternative.

I thank you for your interest in the highway development process as it relates to this study. If you have additional comments or questions, please contact me or the Project Manager, Mr. Randy Aldrich, at (301) 333-1139.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:tn

cc: Mr. Charles R. Olsen
Mr. Louis H. Ege, Jr.

V-152

My telephone number is 333-1110

Teletypewriter for Impaired Hearing or Speech

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RD 69
JUL 6 1987

539

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

222
June 29, 1987

Mr. Richard H. Trainor
Secretary of Maryland Dept. of Transportation
P.O. Box 8755
BWI Airport
Baltimore, MD 21240

Dear Mr. Trainor:

The State Highway Administration design/location studies and plans for a four or five lane expansion of the existing State Route 22, a rural road, between Bel Air and Aberdeen should be immediately and permanently shelved prior to further expense to the Maryland tax payers.

There is a definite need for a limited access highway between Bel Air and Aberdeen to serve the traffic demands of the future, but rebuilding Route 22 is not a reasonable solution to this traffic problem.

I appreciate the difficulties in expanding an existing road or building a new one and their affects upon the environment and the ire of the county residents most affected thereby. However, since many more residences would be impacted upon by rebuilding Route 22 than building a new road, the number of problems and the magnitude thereof will be reduced by careful, prudent planning and early construction of a new road.

Your support and immediate personal attention in obtaining a new limited access highway between Bel Air and Aberdeen is requested.

Sincerely,

Charles E. Bradford, Sr.
Charles E. Bradford, Sr.

RECEIVED

JUL 1 1987

SECRETARY
OF TRANSPORTATION



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

223
JUL 22 1987
DEVELOPMENT
PROJECT
JT
JUL 19 1987

JUL 20 1987

Mr. Charles E. Bradford, Sr.
2000 Churchville Road
Bel Air, Maryland 21014

Dear Mr. Bradford:

Secretary Richard Trainor has asked me to respond to your June 29, 1987 letter concerning Maryland Route 22. I previously responded directly to you on behalf of Senator Sarbanes as a result of your correspondence to him.

As I explained, the State Highway Administration is evaluating the feasibility of building a new limited access highway on new location. That feasibility study is on-going and a decision will not be made until the fall of 1987. Since you are on the mailing list for the Maryland Route 22 project, you will be kept informed of all major decisions made.

I appreciate your concerns and your participation in the planning process.

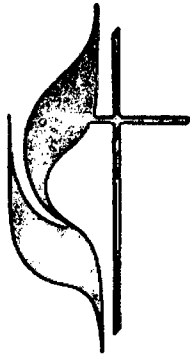
Sincerely,

ORIGINAL SIGNED BY
HAL KASSOFF

Hal Kassoff
Administrator

HK:tn

- cc: Secretary Richard H. Trainor
- Mr. Neil J. Pedersen
- Mr. Charles R. Olsen
- Mr. Louis H. Ege, Jr.
- Ms. Fran Backus



GRACE
UNITED METHODIST CHURCH

110 W. BEL AIR AVENUE

ABERDEEN, MARYLAND 21001

James E. Chance
Minister

Telephone
Office 272-0909
Residence 272-2242

July 22, 1987

Mr. Hal Kassoff, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Kassoff:

The Board of Directors of Baker Cemetery which is owned by Grace United Methodist Church, have indicated by previous correspondence, our objections to widening the existing Route 22. We also stated our concern at the April 22nd meeting at the C. Milton Wright School.

It is our desire to reiterate our position. Recent plans for widening Route 22 in the vicinity of the Cemetery as we understand them, infringe on cemetery property more drastically than before. Not only is a slice of land along the developed and undeveloped front of our property affected, but an enormous truck turnaround absorbs an additional quantity of land. Both the road widening and the turnaround seriously affect the existing grave sites along the corridor, the general appearance of the cemetery, and its future development.

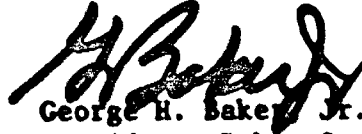
There are few cemeteries in the vicinity of Aberdeen. They are all small, and either full or close to capacity. This cemetery was conceived by members of the Baker family as a service to the community. They donated the ground and necessary capital for this purpose. This service continues, and we are in the process now of expanding by creating new burial sites within existing boundaries of the cemetery. Land beyond our boundaries is either unavailable for purchase, or not suitable for burial purposes. Hence what land we have should be preserved for the purpose intended if at all possible.

As stated in a previous letter, we recognize the need for a new limited access highway as the only practical solution, further widening of the existing road being unacceptably disruptive to resident properties along the route. We also feel the needs of the community could best be served by connecting the communities

225

of Aberdeen and Bel Air by a route south of the existing route. Please give us your thorough consideration in this matter.

Very truly yours,



George H. Baker, Jr.
President, Baker Cemetery

Copies to:

- Senators Amoss and Riley
- Delegates Clark, Lutz, Cox,
Kreamer and Rehrmann
- Habern Freeman, County Executive
- Messrs Helm and Olsen



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

226

... 6 1 1987

PROJECT
DEVELOPMENT
DIVISION
AUG 24 2 50 PM '67

Mr. George H. Baker, Jr., President
Baker Cemetery
c/o Grace United Methodist Church
110 West Bel Air Avenue
Bel Air, Maryland 21001

Dear Mr. Baker:

I am responding to your recent letter about our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. Your endorsement of the No-Build Alternative and further analysis of a limited access southern bypass is acknowledged.

We are continuing our studies of travel demand in this corridor. We will be assisting Harford County's Department of Planning and Zoning in their effort to identify a viable process to address the long range land use and highway plans for this portion of the county. This is a lengthy process. Thus, any decisions regarding the section of Maryland Route 22 between Churchville and Interstate Route 95 have been deferred until the completion of this process.

Thank you for your interest in the highway development process as it relates to this study. Please contact me or Mr. Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering, if you have any further comments or questions. Mr. Pedersen's phone number is 333-1110.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/ih

cc: Mr. Neil J. Pedersen
Mr. C. Robert Olsen
~~Mr. Louis H. Ege, Jr.~~

My telephone number is 333-1111

227

B. ELECTED OFFICIALS

228

B. Elected Officials

Correspondence has been received from the following County, State and Federal Elected Officials:

- The Honorable Habern W. Freeman,
County Executive, Harford County
- The Honorable William H. Amoss
Maryland State Senate
- The Honorable Roy Dyson
United States House of Representatives
- The Honorable Barbara A. Mikulski
United States Senate
- The Honorable Paul S. Sarbanes
United States Senate



HARFORD COUNTY GOVERNMENT

May 18, 1987

229
PROJECT DEVELOPMENT DIVISION
JUN 3 2 50 PM '87

Hal Kassoff, Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Dear Mr. Kassoff:

RE: PUBLIC HEARING OF APRIL 22, 1987

This letter is in response to the Maryland Route 22 Combined Location/Public Hearing held on April 22, 1987, at John Carroll School.

The County considers MD Route 22 an important link in its total transportation network. While MD Route 22 serves local needs, its primary function is to move through traffic between Aberdeen and Bel Air. We recognize the critical need to improve traffic flow and safety on this corridor, in particular, from Bel Air to the Churchville area.

Current traffic volumes on Segment One already exceeds the design capacity of the existing two lane roadway. The frequency of accidents is also at a critical state. The intersection of MD Route 22 and MD Route 543 has been identified by the State as a high accident location. It is evident that traffic volumes and the frequency of accidents will only increase in the coming years. To do nothing will only aggravate an already severe situation.

Based on these facts, we offer the following comments:

1. Segment One - We recommend the four-lane divided highway build alternative for this section. We are projecting a high level of residential growth in this area, and urge that upgrading this segment take the highest priority.
2. Segment Two - While we feel the build alternatives need more study, specifically the Bypass Alternatives A and B, the County recognizes the critical nature of the Churchville area. We recommend the Maryland Route 155 Connection Alternative C-2 Option 1, or Option D, be implemented with Segment One. Alternative D has several advantages. Most importantly, the impact will be less on the community.
3. Segment Three - In conjunction with our recommendation on Segment Two, we recommend that this segment be further studied as to the feasibility of a new alignment.


In sum, we would like to emphasize our support for improvements to MD 22, and encourage that construction funding take the highest priority. We feel that there is no other feasible alternative in Segment One, and urge SHA to move this project into the construction program. Similarly, a new

230

connection from MD 155 to MD 22 in Churchville is imperative to relieve the congestion in this area and should be moved into the construction program as well.

A copy of this letter is being forwarded to Mr. Robert Olsen to be included in the record of the hearing.

Sincerely,



Habern Freeman
County Executive

WGC:TCA/lms

CC: Robert Olsen, District Engineer - Dist. #4
State Highway Administration
2323 West Joppa Road
Brooklandville, MD 21022

Neil J. Pederson, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Randy Aldrich, Project Manager
Project Development Division
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

231

July 22 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

The Honorable Habern W. Freeman
Harford County Executive
220 South Main Street
Bel Air, Maryland 21014-3865

Dear Mr. Freeman:

I appreciate the endorsements you have provided for our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. I agree that the critical need of this study is to provide an adequate roadway to accommodate forecasted traffic volumes between Bel Air and Churchville.

We will be conferring with you and other elected officials from Harford County to review the critical issues associated with the proposed improvements to Maryland Route 22 prior to making final decisions regarding the project. At that time, we can discuss the additional studies referred to in your letter as well as any additional questions you may have regarding the project.

Meanwhile, if you would like to discuss any aspect of this project, please feel free to call me.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

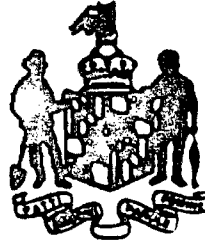
Hal Kassoff
Administrator

HK/ih

cc: Secretary Richard H. Trainor
Mr. Neil J. Pedersen
Mr. C. Robert Olsen
Mr. Louis H. Ege, Jr.
Mr. Jerry L. White

V-162

My telephone number is 333-1111



SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401-1991

WILLIAM H. AMOSS
STATE SENATOR
35TH LEGISLATIVE DISTRICT
CECIL AND HARFORD COUNTIES
COMMITTEE
BUDGET AND TAXATION

May 28, 1987

DISTRICT OFFICE:
2903 BEL AIR ROAD
PO BOX 486
FALLSTON, MARYLAND 21047
838-7355
ANNAPOLIS OFFICE:
ROOM 307 SENATE OFFICE BLDG
841-3003

Mr. Robert Olsen
District Engineer
District No. 4, Brooklandville
2323 East Joppa Road
Brooklandville, Maryland 21022

Dear Bob:

Enclosed is a letter and a survey plat received from Mr. Conrad L. Swann. Please forward it to the planners involved with Route 22. I think Mr. Swann makes some very good points.

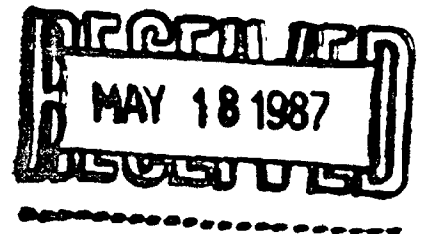
Please keep me informed of the outcome.

Sincerely,

William H. Amoss

WHA:bb
Enclosure
cc: Mr. Conrad L. Swann

233



May 15, 1987

Re: Route 22 Location/Design Proposal relative to the Baker-Rodman House (HA999) - See attached location survey.

Senator William H. Amoss
2803 Bel Air Road
Fallston, Maryland 21047

Dear Senator Amoss:

This letter is a request for your assistance in altering the State Highway Administration's plan to improve the existing roadway from Snake Lane to the I-95 overpass (Section 3). Proposed construction could adversely affect my family in the following ways:

Air Quality/Noise Pollution: We are already above both these criteria by National Standards. The State should already be trying to resolve the current conditions based on existing data. If sound/noise barriers are not economically feasible, then the roadway should be proposed through nonresidential areas. This would correct an existing pollution problem.

Water Pollution: One of our two wells is only 32 feet from the existing right-of-way.

Structural Damage: Our 187+ year-old house is frame with stucco exterior and a stone and log foundation. We fear additional vibrations from increased traffic would destroy the foundation.

Safety: We feel that the added traffic would create a safety hazard in that we sleep only 29 feet from the existing right-of-way. No other room is as desirable as this one.

Depreciation: We purchased this historical site (HA999 and State of Maryland Registry) in December 1983 without knowledge of any proposed roadwork. We have spent approximately \$30,000 in renovation costs, not to include our own efforts, and are planning additional renovations on an annual basis. The proposed construction would surely cause a hardship when considering resale.

234

-2-

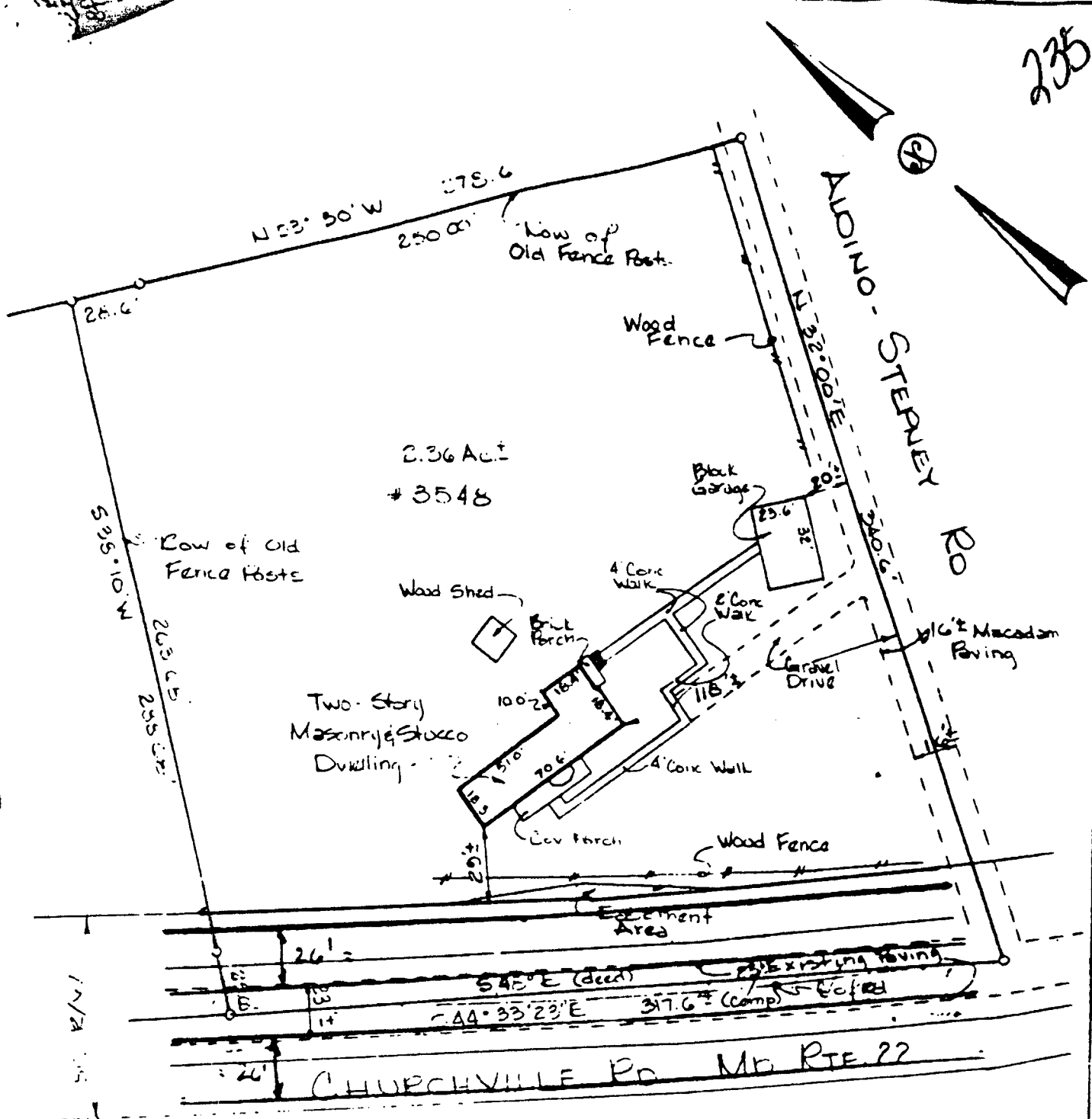
Any influence you have in this matter, to include resurrecting the original East-West Highway proposal (Route 23 Extension), will be greatly appreciated.

Sincerely,



Conrad L. Swann
3548 Churchville Road
Aberdeen, Maryland 21001
Phone: 272-2046

235



Note:

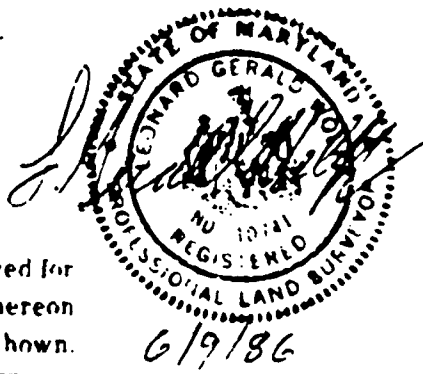
E/W² shown hereon
per E.L.C. plat # 9697

LOCATION SURVEY
2.36 Ac[±] Parcel of Land
Located

NORTHERLY SIDE
CHURCHVILLE RD

Reg. Plat 120/513
PLAT 3/35
2nd Election District
Maryland County, Md.
Scale: 1" = 60'
Date 6/9/86
L-205-W86

L. G. WOLFF ASSOCIATES, INC.
Surveyors, Engineers
Landscape Architects
10 W. Pennsylvania Avenue
Bel Air, Maryland
21014



I hereby certify that the lot has been surveyed for the purpose of locating the improvements thereon and that the improvements are located as shown.



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

Handy
236

June 29, 1987

Re: Contract No. H 656-000-471
Maryland Route 22 - Bel Air to
Interstate Route 95
PDMS No. 123007

Mr. Conrad L. Swann
3548 Churchville Road
Aberdeen, Maryland 21001

Dear Mr. Swann:

This is in response to your letter of May 15, 1987, to Senator Amoss about our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. He requested us to respond directly to you.

In your letter, you made some specific requests of how our proposed alternatives in Segment III would affect your home at the corner of Maryland Route 22 and Aldino-Stepney Road. I have provided some information on each of the items you mentioned.

1. Air Quality

Harford County lies within the Metropolitan Baltimore Intrastate Air Quality Control Region and, therefore, is subject to transportation control measures such as the Vehicle Emission Inspection Program administered by the Motor Vehicle Administration. This program governs the emissions from vehicles on a regional level. Site specific studies of air quality impacts associated with our two build alternatives have been performed. Your house was selected as one of 47 air receptor sites. Measures of Carbon Monoxide (CO) concentrations in parts per million (PPM) at your house in 1990 and 2010 are labeled below:

	<u>1990</u>		<u>2010</u>	
	<u>No Build</u>	<u>Build</u>	<u>No-Build</u>	<u>Build</u>
1 Hr.	3.0 PPM	2.9 PPM	3.6 PPM	3.4 PPM
8 Hr.	1.4 PPM	1.3 PPM	1.6 PPM	1.6 PPM

National and State Ambient Air Quality Standards are exceeded when concentrations are greater than 35 PPM for 1 hour and 9 PPM for 8 hours. As you can see, forecasted analysis at your home is nowhere near the thresholds established in the standards.

My telephone number is 333-1110

231

2. Noise Pollution

Your house was also selected as a noise receptor site in our companion noise analysis. This analysis shows that 2010 noise levels generated from traffic on a widened Maryland Route 22 will be 69 dBA. The Federal Highway Administration's Noise Abatement Criteria is exceeded by 2 dBA. Because of this predicted measurement, we studied the preliminary costs and effects of mitigating the excessive levels. Constructing a 19 foot high noise barrier will bring the levels within compliance levels at a cost of approximately \$564,000 per each dwelling unit that it provides a benefit. Any proposed barrier which costs approximately \$40,000 per dwelling unit it benefits is considered cost effective. Since the studied barrier in the vicinity of your home is not cost effective, no further analysis will be performed.

3. Water Pollution

We also made a preliminary analysis of soil types in the area. This analysis indicates that the soil is capable of supporting a widened roadway without interfering with existing artesian wells. If the roadway is ultimately constructed and as a result you begin to experience problems with your well, we will consider providing you a new well.

Since we have proposed closed drainage systems for both build alternatives, runoff from the roadway will not spill onto your property. The runoff will be piped to designated stormwater management areas situated on undeveloped land. From that point, the water will flow into the natural drainage system.

4. Structural Damage

Site specific vibration studies have not been performed. We have considerable experience with this analysis on other roadway projects. It is true that dwellings close to an existing roadway experience ground borne vibrations from heavy vehicles on the roadway. However, these are insignificant vibrations. Vibration analysis along the Baltimore Beltway produced particle velocity measurements (an industry standard) of 0.005 inches per second. Damage thresholds are experienced at measurements above 2.0 inches per second. We do not anticipate any damaging vibrations from vehicles on Maryland Route 22.

5. Safety

We have designed this roadway in Segment III to have a suburban character. Unlike today, where the existing roadway is a 50 mph open section roadway, the proposed roadway will have curbs along both sides and will be posted for speeds no higher than 45 mph. Although in time vehicular traffic levels will increase, we do not anticipate any deterioration in safety levels. If anything, our statewide statistics indicate improved safety levels with a divided roadway, as is proposed in one of the alternatives for this segment of the roadway.

Mr. Conrad L. Swann
June 29, 1987
Page 3

6. Depreciation

The possibility of a roadway project contributing to the depreciation of a particular home is challenged in many of our projects. We have never been able to substantiate a correlation to support your claim. Generally, real estate values are always appreciating in value.

Thank you for your interest in the highway development process as it relates to this study. Please contact us again if we can provide further assistance.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP/ih

cc: / Senator William H. Amoss
Mr. C. Robert Olsen
Mr. Robert Tresselt
Mr. Louis H. Ege, Jr.

COMMITTEE
ARMED SERVICES
SEA, AIR AND STRATEGIC AND
CRITICAL MATERIALS
PROCUREMENT AND
SECURITY NUCLEAR SYSTEMS
COAST GUARD MARINE AND
FISHERIES
FISHERIES AND WILDLIFE
COMMERCE MARINE
TOM PAPPAS
ADMINISTRATIVE ASSISTANT



DISTRICT OFFICES
ONE PLAZA EAST
BALTIMORE, MARYLAND 21202
410 742 8870
20 WEST BEL AIR AVE
ABERDEEN, MARYLAND 21001
410 272 7070
WALDORF FIVE CENTER
SUITE 105 ROUTE 5
P O BOX 70
WALDORF, MARYLAND 20686
410 865-4844

Congress of the United States
CONGRESSMAN ROY DYSON

224 CASSIDY HOUSE OFFICE BUILDING, WASHINGTON, D.C. 20515 (202) 225-8311

June 17, 1987

Mr. Hal Kassoff
State Highway Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

RE: Mr. Charles Bradford, Sr.

Dear Mr. Kassoff:

I am writing on behalf of a constituent who has contacted my office requesting assistance. The person's name is stated above.

Enclosed you will find a copy of his letter which is self-explanatory. I am sure this individual would be most appreciative of any consideration you may be able to give at this time. Furthermore, I would be grateful to be advised as to the present status of this case and to be informed of any determinations which are made in the future.

Please reply to my Aberdeen Area Office, 20 West Bel Air Avenue, Suite 1-A, Aberdeen, Maryland 21001. Thank you for your attention and consideration in this matter. I am looking forward to your prompt reply.

Sincerely,

ROY DYSON
Member of Congress

RD:mf

PROJECT
DEVELOPMENT
Dyson
JUN 19 3 26 PM '87

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1987 JUN - 2 11:16

240
2000 Churchville Road
Bel Air, Maryland 21014
May 29, 1987

The Honorable Roy P. Dyson
House of Representatives
Washington, D. C. 20515

Dear Mr. Dyson:

The subject is not new - we need your support on Route 22.

By now, I am sure you are aware of the project design/location studies ongoing by the State Highway Administration (SHA) which outline alternates of a 4 or 5 lane highway generally following the present Route 22 between Bel Air and Aberdeen and a No-Build alternate. Based on the state study a new route which would connect Bel Air and Aberdeen and bypassing Route 22 could be built for an estimated 13% more expense. Considering that the existing highway which is a 2-lane rural road, lined with many residential and business properties, with over 270 driveways thereon, it is most difficult to consider the possibility that expansion of this highway would be either rational or prudent. The cost notwithstanding, a better solution to move traffic between Bel Air and Aberdeen is to construct a limited access highway in a more direct route south of the existing Route 22. A new road could handle all through traffic away from the Route 22 residential road for many years in the future, whereas expansion of the existing road, which, by the way, will upset, uproot and in general alienate the majority of the Route 22 residents, would only be a temporary half solution to the existing and anticipated traffic problem.

Since expansion of the existing road will not meet all Federal Environmental Standards and since major intersections on Route 22 will be improved anyway without expanding Route 22, your assistance in supporting a No-Build alternative for Route 22, with the aim to build a new limited access highway from near Bel Air to Aberdeen or reinstate the earlier planned Route 23 extension, will be appreciated.

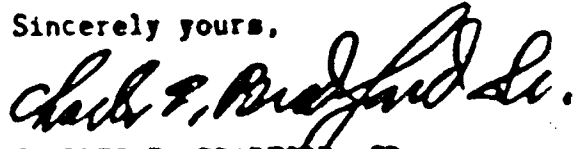
241

The Honorable Roy P. Dyson
May 29, 1987
Page 2

Although the SHA plans contain economic and efficiency factors which may be noteworthy, I suggest that the plans are lacking in effectiveness, the prime consideration having no equal. Further, the SHA plans do not address the adverse economic impact or neighborhood deterioration on residential properties, a serious consideration which is highlighted by its omission.

I would appreciate comments from you relative to your position on this serious problem.

Sincerely yours,



CHARLES E. BRADFORD, SR.



Maryland Department of Transportation
State Highway Administration

RICHARD H. TRAINOR
Secretary
HAL KASSOFF
Administrator

242

JUL 06 1987

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

The Honorable Roy Dyson
United States House of Representatives
20 West Bel Air Avenue
Suite 1-A
Aberdeen, Maryland 21001

Dear Congressman Dyson:

I am responding to your recent letter about the State Highway Administration's Project Planning study investigating the reconstruction of Maryland Route 22 between Bel Air and Interstate Route 95 in Harford County. You had received a letter from Mr. Charles E. Bradford, Sr. endorsing the No-Build Alternate. I appreciate receiving Mr. Bradford's comments on the study.

As he states, highway planning studies in the corridor between Bel Air and Aberdeen have been underway for years. The current study proposes to utilize the existing 80 foot wide right-of-way along Maryland Route 22 for a multi-lane arterial highway. This requires some grading easements outside of our existing right-of-way. A bypass on the south side of Churchville is also being considered to improve traffic operations.

Along the corridor, the only segment currently in need of widening is the link between Bel Air and Churchville. Intensive land development on the east side of Bel Air has strained the capacity of the existing roadway. We have allocated a portion of our recent revenue increase to fund the reconstruction of Maryland Route 22 in this segment only.

Previously, we had two active highway studies in this corridor. One proposed to widen Maryland Route 22 between Bel Air and Churchville. The other, Maryland Route 23 relocated, investigated an alignment for a major highway on new location between the northeast side of Bel Air and the Maryland Route 22 interchange at Interstate Route 95. It would have connected with a previously constructed segment of Maryland Route 23 between Hickory and Jarrettsville. At the request of Harford County, we dropped Maryland Route 23 from our program and initiated the current study which utilizes the existing alignment of Maryland Route 22. The old study was inconsistent with land use changes they had approved for this portion of the County.

My telephone number is 333-1111

Jun 9 6 1987

243

The Honorable Roy Dyson

Page 2

As a result of the public hearing we conducted on April 22, 1987 (brochure attached), we are reviewing the practicality of the old Maryland Route 23 alignments. We are not encouraged with our preliminary findings. The obstacles and impacts are numerous. Intensive subdivision activity on the southeast side of Bel Air has left no vacant land where a major highway could be routed. Other portions of the old alignments traverse prime farmland and wetland areas. Usage of these areas for highways has been constrained since they were originally proposed. We are scheduled to present our analysis to Harford County elected officials in July.

The intersection improvements mentioned in Mr. Bradford's letter lie within the segment between Bel Air and Churchville. They have always been considered an interim solution to the traffic growth and congestion. Our forecasts show continuing increases in traffic volumes as the approved subdivision activity continues.

We have prepared and circulated a Draft Environmental Impact Statement which explains the potential environmental impacts of the project. The document was prepared in accordance with all applicable Federal and State procedures.

I appreciate your interest in this matter. Please contact me again if we can provide further assistance.

Sincerely,

ORIGINAL SIGNED BY:
HAL KASSOFF
Hal Kassoff
Administrator

HK/ih

Attachment

cc: Secretary Richard H. Trainor
Mr. Emil Elinsky
Mr. Neil J. Pedersen
Mr. C. Robert Olsen
Mr. Louis H. Ege, Jr. ✓
Ms. Missy Drissel

PROJECT DEVELOPMENT DIVISION
JUN 9 6 5 AM '87

BARBARA A. NIKULSKI
CAPTAIN

ASSISTANT
SECRETARY
LABOR AND HUMAN RESOURCES
GOVERNMENT AND PUBLIC WORKS
MAIL ROOMS

United States Senate

WASHINGTON, DC 20510-2003

244
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June 10, 1987

Mr. Richard Trainor
Secretary of Transportation
Department of Transportation
P.O. Box 8755
Baltimore-Washington International Airport
Baltimore, Maryland 21240

Dear Mr. Trainor:

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached correspondence from Mr. Charles E. Bradford, Sr. is requested. Your findings and views, in duplicate form, will be appreciated.

Sincerely,

Barbara A. Nikulski
United States Senator

BAM:vv
Enclosure

RECEIVED

JUN 12 1987

DEPARTMENT
OF TRANSPORTATION

245

B

2000 Churchville Road
Bel Air, Maryland 21014
May 29, 1987

The Honorable Barbara A. Mikulski
United States Senate
Senate Office Building
Washington, D. C. 20510

Dear Senator Mikulski:

The subject is not new - we need your support on Route 22.

By now, I am sure you are aware of the project design/location studies ongoing by the State Highway Administration (SHA) which outline alternates of a 4 or 5 lane highway generally following the present Route 22 between Bel Air and Aberdeen and a No-Build alternate. Based on the state study a new route which would connect Bel Air and Aberdeen and bypassing Route 22 could be built for an estimated 13% more expense. Considering that the existing highway which is a 2-lane rural road, lined with many residential and business properties, with over 270 driveways thereon, it is most difficult to consider the possibility that expansion of this highway would be either rational or prudent. The cost notwithstanding, a better solution to move traffic between Bel Air and Aberdeen is to construct a limited access highway in a more direct route south of the existing Route 22. A new road could handle all through traffic away from the Route 22 residential road for many years in the future, whereas expansion of the existing road, which, by the way, will upset, uproot and in general alienate the majority of the Route 22 residents, would only be a temporary half solution to the existing and anticipated traffic problem.

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246

The Honorable Barbara A. Mikulski
May 29, 1987
Page 2

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I would appreciate comments from you relative to your position on this serious problem.

Sincerely yours,



CHARLES E. BRADFORD, SR.



Maryland Department of Transportation

The Secretary's Office

William Donald Schafer
Governor
Richard H. Trainor
Secretary

247
PROJECT DEVELOPMENT

The Honorable Barbara A. Mikulski
Unites States Senate
Suite 253
World Trade Center
Baltimore, Maryland 21202-3041

Dear Senator Mikulski:

I am responding to your recent letter about the State Highway Administration's Project Planning study investigating the reconstruction of Maryland Route 22 between Bel Air and Interstate Route 95 in Harford County. You had received a letter from Mr. Charles E. Bradford, Sr. endorsing the No-Build Alternate. I appreciate receiving Mr. Bradford's comments on the study.

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Along the corridor, the segment most in need of widening is the link between Bel Air and Churchville. Intensive land development on the east side of Bel Air has strained the capacity of the existing roadway. We have allocated a portion of the recent revenue increase to fund the reconstruction of this segment of Maryland Route 22.

Five years ago, we had two active highway studies in this corridor. One proposed to widen Maryland Route 22 between Bel Air and Churchville. The other was investigating an alignment for a major highway on new location between the northeast side of Bel Air and the Maryland Route 22 interchange at Interstate Route 95. Called Maryland Route 23, it would have connected with a previously constructed segment of Maryland Route 23 between Hickory and Jarrettsville. At the request of Harford County, we dropped Maryland Route 23 from our program and initiated the current study which utilizes the existing alignment of Maryland Route 22. The old study was inconsistent with land use changes they had approved for this portion of the County.

V-178
My telephone number is (301)-859-7397
TTY For The Deaf (301) 859-7227

248

The Honorable Barbara A. Mikulski

Page Two

As a result of the public hearing we conducted on April 22, 1987 (brochure attached), we are reviewing the practicality of the old Maryland Route 23 alignments. We are not encouraged with our preliminary findings. The obstacles and impacts are numerous. Intensive subdivision activity on the southeast side of Bel Air has left no vacant land where a major highway could be routed. Other portions of the old alignments traverse prime farmland and wetland areas. Usage of these areas for highways has been constrained since they were originally proposed. We are scheduled to present our analysis to Harford County elected officials in July.

The intersection improvements mentioned in Mr. Bradford's letter lie within the segment between Bel Air and Churchville. They have always been considered an interim solution to handle traffic growth and congestion. Our forecasts show continuing increases in traffic volumes as the approved subdivision activity continues.

As with all of our major highway projects, we have prepared and circulated an Environmental Impact Statement. With the exception of some excessive noise levels, which cannot be mitigated by the erection of noise barriers ~~due to numerous driveways~~ along the roadway, we are in full compliance with all Federal environmental standards.

I appreciate your interest in this matter. Please contact me or Hal Kassoff if we can provide further assistance.

Sincerely,

Richard H. Trainor
Secretary

RHT:bh
Attachment

cc: Mr. Hal Kassoff
Mr. Emil Elinsky

PAUL S. SARBANES
MARYLAND

249

United States Senate
WASHINGTON, DC 20510

June 15, 1987

RECEIVED

#501
JUN 23 1987

F-72

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Hal Kassoff
State Highway Administrator
707 North Calvert Street
Baltimore, Maryland 21202

Dear Hal:

I am forwarding correspondence I have received from Charles E. Bradford, Sr., a constituent who is very concerned about a proposal to widen Route 22 between Bel Air and Aberdeen. Although this is not primarily a federal matter, I would appreciate it if you would address the concerns raised and provide Mr. Bradford with an appropriate response.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/gmg
Enclosure

250

2000 Churchville Road
Bel Air, Maryland 21014
May 29, 1987

The Honorable Paul Sarbanes
United States Senate
Senate Office Building
Washington, D. C. 20510

Dear Senator Sarbanes:

The subject is not new - we need your support on Route 22.

By now, I am sure you are aware of the project design/location studies ongoing by the State Highway Administration (SHA) which outline alternates of a 4 or 5 lane highway generally following the present Route 22 between Bel Air and Aberdeen and a No-Build alternate. Based on the state study a new route which would connect Bel Air and Aberdeen and bypassing Route 22 could be built for an estimated 13% more expense. Considering that the existing highway which is a 2-lane rural road, lined with many residential and business properties, with over 270 driveways thereon, it is most difficult to consider the possibility that expansion of this highway would be either rational or prudent. The cost notwithstanding, a better solution to move traffic between Bel Air and Aberdeen is to construct a limited access highway in a more direct route south of the existing Route 22. A new road could handle all through traffic away from the Route 22 residential road for many years in the future, whereas expansion of the existing road, which, by the way, will upset, uproot and in general alienate the majority of the Route 22 residents, would only be a temporary half solution to the existing and anticipated traffic problem.

Since expansion of the existing road will not meet all Federal Environmental Standards and since major intersections on Route 22 will be improved anyway without expanding Route 22, your assistance in supporting a No-Build alternative for Route 22, with the aim to build a new limited access highway from near Bel Air to Aberdeen or reinstate the earlier planned Route 23 extension, will be appreciated.

251

The Honorable Paul Sarbanes
May 29, 1987
Page 2

Although the SHA plans contain economic and efficiency factors which may be noteworthy, I suggest that the plans are lacking in effectiveness, the prime consideration having no equal. Further, the SHA plans do not address the adverse economic impact or neighborhood deterioration on residential properties, a serious consideration which is highlighted by its omission.

I would appreciate comments from you relative to your position on this serious problem.

Sincerely yours,

Charles E. Bradford Sr.
CHARLES E. BRADFORD, SR.



**Maryland Department of Transportation
State Highway Administration**

RICHARD H. TRAINOR
Secretary

HAL KASSOFF
Administrator

252

JUL 0 0 1983

Re: Contract No. H 656-000-471
Maryland Route 22
Bel Air to Interstate Route 95
PDMS No. 123007

Mr. Charles E. Bradford, Sr.
2000 Churchville Road
Bel Air, Maryland 21014

Dear Mr. Bradford:

I am responding to the letter you recently sent to Senator Paul Sarbanes about our Project Planning study on Maryland Route 22 between Bel Air and Interstate Route 95. He asked me to respond directly to you. I appreciate your endorsement of the No-Build Alternative. Your comments will be given a thorough consideration as we proceed with the study.

Our highway planning studies in this corridor have been underway for years. The current study proposes to utilize the existing 80 foot wide right-of-way along Maryland Route 22 for a multi-lane arterial highway. This requires some grading easements outside of our existing right-of-way. A bypass on the south side of Churchville is also being considered to improve traffic operations at this location.

Along the corridor, the only segment currently in need of widening is the link between Bel Air and Churchville. Intensive land development on the east side of Bel Air has strained the capacity of the existing roadway. We have allocated a portion of our recent revenue increase to fund the reconstruction of Maryland Route 22 in this segment only.

Previously, we had two active highway studies in this corridor. One proposed to widen Maryland Route 22 between Bel Air and Churchville. The other, Maryland Route 23 relocated, investigated an alignment for a major highway on new location between the northeast side of Bel Air and the Maryland Route 22 interchange at Interstate Route 95. It would have connected with a previously constructed segment of Maryland Route 23 between Hickory and Jarrettsville. At the request of Harford County, we dropped Maryland Route 23 from our program and initiated the current study which utilizes the existing alignment of Maryland Route 22. The old study was inconsistent with land use changes they had approved for this portion of the County.

V-183

My telephone number is 333-1111

JUL 09 1987

Mr. Charles E. Bradford

Page 2

253

As a result of the public hearing we conducted on April 22, 1987, we are reviewing the practicality of the old Maryland Route 23 alignments. We are not encouraged with our preliminary findings. The obstacles and impacts are numerous. Intensive subdivision activity on the southeast side of Bel Air has left no vacant land where a major highway could be routed. Other portions of the old alignments traverse prime farmland and wetland areas. Usage of these areas for highways has been constrained since they were originally proposed. We are scheduled to present our analysis to Harford County elected officials in July.

The intersection improvements mentioned in your letter lie within the segment between Bel Air and Churchville. They have always been considered an interim solution to the traffic growth and congestion. Our forecasts show continuing increases in traffic volumes as the approved subdivision activity continues.

We have prepared and circulated a Draft Environmental Impact Statement which explains the potential environmental impacts of the project. The document was prepared in accordance with all applicable Federal and State procedures. I have enclosed a copy of the document with this letter.

Thank you for your interest in the highway development process as it relates to this study. Please contact me again if I can provide further assistance.

Sincerely,

Hal Kassoff
Administrator

HK/ih

Enclosure

cc: The Honorable Paul S. Sarbanes
Secretary Richard H. Trainor
Mr. Neil J. Pedersen
Mr. C. Robert Olsen
Mr. Louis H. Ege, Jr.
Ms. Missy Drissel

254

C. AGENCY COORDINATION

255

C. Agency Comments

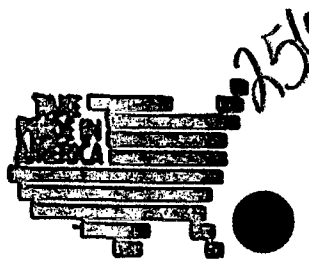
Written comments were received from the following government agencies:

- Maryland Historical Trust
- United States Department of the Interior,
Office of Environmental Project Review
- United States Environmental Protection Agency
- Town of Bel Air, Harford County, Maryland
- United States Department of Agriculture,
Soil Conservation District
- Department of the Army
Baltimore District Corps of Engineers
Planning Division
- Maryland Department of State Planning
Office of State Clearinghouse
- U.S. Department of Housing and Urban Development
Philadelphia Regional Office, Region III
- United States Department of Commerce
National Ocean and Atmospheric Administration
National Marine Fisheries
- U.S. Department of Transportation
Federal Highway Administration
Environmental Operations Division
- Maryland Department of Natural Resources
Water Resources Administration and
Tidewater Administration
- United States Environmental Protection Agency
(Air Quality Analysis)
- Maryland Department of Health and Mental Hygiene
Office of Environmental Programs
Air Management Administration
- Harford County Government



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C. 20240



ER 87/340

JUN 2 1987

See

Mr. Emil Elinsky
Division Administrator
Federal Highway Administration
711 West 40th Street
Suite 220
Baltimore, Maryland 21211

PROJECT DEVELOPMENT DIVISION
JUN 4 1 47 PM '87

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) statement for SR-22 (Bel Air to I-95), Harford County, Maryland.

SECTION 4(f) STATEMENT COMMENTS

Of the build alternatives discussed, our evaluation concludes that the Four-Lane Divided Highway Alternate for Segments 1, 2, and 3 is the feasible and prudent alternative to the use of Section 4(f) properties. Of the three "connection alternates" for improving the Maryland Route 22/Maryland Route 155 intersection, Alternate Connection C-2, Option 1 avoids the Section 4(f) properties entirely and would have the least impact on "Prime Farmland."

With regard to measures to minimize harm, we noted a Phase II archeological study to determine site extent, degree of impact, and National Register eligibility will be performed for sites along the selected alternate and coordinated with the State Historic Preservation Officer. A letter documenting concurrence with the project planning for this aspect of cultural resources management should be incorporated into the final document.

ENVIRONMENTAL STATEMENT COMMENTS

Fish and Wildlife Resources

The impacts upon fish and wildlife species and their habitats are addressed in the document, but in a cursory manner. The summation of project impacts upon fish and wildlife resources is a truncated

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257

statement that they are minimal or insignificant (e.g., page IV-17, second paragraph; page IV-18, fourth paragraph; and page IV-21, fourth paragraph). The proposed project is not an isolated activity, and therefore its impacts, as well as impacts from other land alteration projects, do adversely impact fish and wildlife habitats.

Section IV. D. 2.(2), page IV-16 - Due to the potential for acidic runoff from project construction, we recommend that the designed sediment and erosion control measures and stormwater management practices incorporate effective treatment to ameliorate adverse instream impacts. We will recommend incorporation of such precautionary measures when the Corps permit is reviewed.

3

Section IV. D. 3., pages IV-18 through IV-20 - It is our understanding that the wetland areas are inaccurately delineated in the subject document. We, therefore, request that the final document include the revised information as a result of the upcoming field review. Field reviews of the project corridor prior to formal circulation of the draft environmental document is a prerequisite to resolving potentially controversial issues and/or providing accurate information.

4

Section IV. D. 4., page IV-20, fifth paragraph - Although project impacts may involve only a small percentage of the available terrestrial habitat, it is the synergistic effects from all land alteration activities that result in adverse population shifts. We, therefore, suggest an expansion in the final document of the discussion concerning the relationship between habitat losses and "displaced" wildlife.

5

Section IV. D. 7., page IV-22 - The discussion regarding project impacts upon the aquatic resources of the various streams is seriously deficient. Considering the plight of Chesapeake Bay resources, the SHA should not dismiss its activities within these Bay tributaries as not having significant long-term effects. Activities such as increased thermal loading, increases in acidic runoff, unnecessary clearing of riparian and/or terrestrial vegetation, and wetland/floodplain encroachments cause increased long-term damages to these Bay tributaries with repercussions extending downstream to the Bay proper. We recommend revision of this discussion.

6

Mineral Resources

Mineral resources are not mentioned, but the geology of the area is described in the draft statement (page III-11). Industrial sand and construction sand and gravel are produced near Magnolia in the southern part of the county several miles outside the project area. We believe the proposed project would not adversely impact mineral resources and we have no objection to the proposed project. For completeness, we suggest that a statement be added to subsequent drafts of the document stating that there are no known mineral resources within the project area.

7

Mr. Emil Blinsky

3

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Without completion of the scheduled field review, it is difficult for the Fish and Wildlife Service (FWS) to provide its probable comments on a Corps permit. However, the FWS does recommend selection of alternates that involve the least number of stream crossings, wetland and floodplain encroachments, and other land disturbing activities, provided the values associated with these habitats among the alternates under consideration are relatively the same. Further coordination with the FWS is strongly encouraged prior to distribution of the final environmental document.

SUMMARY COMMENTS

The Department of the Interior recommends selection of the Four-Lane Divided Highway Alternate for Segment 1, Segment 2 (Connection C-2, Option 1), and Segment 3, as they avoid Section 4(f) resources. We object at this time to Section 4(f) approval of Alternate C, Alternate C-2 (Option 2), and Alternate D of Segment 2.

As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to recreational and cultural resources, please contact the Regional Director, National Park Service, Mid-Atlantic Region, 143 South Third Street, Philadelphia, Pennsylvania 19106 (telephone FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, Fish and Wildlife Service, 1825-B Virginia Street, Annapolis, Maryland 21401 (telephone FTS 922-2007, commercial 301/269-5448).

Thank you for the opportunity to provide these comments.

Sincerely,


Bruce Blanchard, Director
Environmental Project Review

cc:

Mr. J. Rodney Little, Director
Maryland Historical Trust
1517 Ritchie Highway
Arnold, Maryland 21202

✓
Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

258

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259

RESPONSES TO U.S. DEPARTMENT OF INTERIOR
LETTER DATED JUNE 2, 1987

1. The selection of an improvement alternate for Segment 2 from Corns Drive to Snake Lane has been deferred. If one of the Southern Churchville by-pass alternates is selected for this segment, a Phase II archeological study to determine site extent, degree of impact and National Register eligibility will be performed for sites along the route and the results will be coordinated with the State Historic Preservation Officer.
2. The alternate selected between Shamrock Road and MD 543 proposes an improvement along the existing roadway. A minimal amount of right of way will be required. The Selected Alternate will have a minimal impact on the environment.

It is recognized that future development in the area may adversely affect wildlife resources. However, the extent and specific nature of development activities are unknown at this time and specific impacts to wildlife resulting from future development can not be accurately assessed. The impacts of future residential and business development should be addressed in area master plans.

3. The sediment control and stormwater management measures for the project will be designed and constructed to meet the requirements of the Maryland Department of the Environment, Water Resources Administration.
4. The revised sections on wetlands included in the final environmental document accurately locates and describes wetlands impacts as substantiated by the agency field review held on May 20, 1987. That review was attended by a representative of the U.S. Army Corp of Engineers. The U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources were invited but did not attend.
5. The Selected Alternate will not require the acquisition of any wildlife habitat.
6. The Maryland Department of Natural Resources' Tidewater Administration has determined that the project is not inconsistent with the Maryland Coastal Zone Management Program. The Selected Alternate will not require any new stream crossings and will only affect 0.17 acres of wetlands. This project will not have an adverse impact on the Chesapeake Bay or its resources.

The National Marine Fisheries Service finds that the proposed stream and wetland alterations will not significantly degrade water quality or reduce inflows that could adversely affect downstream fishery resources and their habitats.

260

7. The statement "There are no known mineral resources within the project area" has been added to the document.
8. The selection of an improvement alternate for MD 22 east of MD 543 has been deferred. The Selected Alternate has one existing stream crossing and no new crossings. Approximately 0.17 acres of non-tidal wetlands will be impacted.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION III
 841 Chestnut Building
 Philadelphia, Pennsylvania 19107

2/6/87
subt.

MARYLAND	
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MAY 8 1987

Emil Elinsky, Division Administrator
 Federal Highway Administration
 The Rotunda - Suite 220
 711 West 40th Street
 Baltimore, MD 21211

Re: MD Rt. 22 from Bel Air to I-95

Dear Mr. Elinsky,

In accordance with the National Environmental Policy Act (NEPA) and the responsibilities delegated under Section 309 of the Clean Air Act, EPA has reviewed the Draft Environmental Impact Statement (DEIS) for the above referenced facility. We have found the document itself to be effectively written, clearly describing the project and its impacts. However, there remain several issues that should be addressed more thoroughly in the final document. For this reason, we have rated the project EC-1 on EPA's reference scale, a copy of which is enclosed for your reference. Our comments regarding specific topics are outlined below.

Many of our concerns are dependent upon the ultimate selection of the preferred alternate. It is EPA's strong feeling that whenever possible, improvements to a highway network should utilize existing alignments in order to minimize environmental impacts. In light of the options presented in this study, EPA recommends the selection of one of the widening options to satisfy this goal. The five lane undivided alternative in this case is preferred by EPA over the four lane divided alignment, and certainly over Alternates A and B. The implementation of the five lane option will reduce impacts to farmlands, woodlands, wetlands as well as minimize the number of stream crossings required, especially in comparison to relocation Options A and B. With regard to the Connection Alternates, C-2 offers the fewest environmental impacts.

Wetlands:

EPA is concerned over the statement on page IV-18 that "wetland reconstruction in adjacent areas outside of the highway construction limits may be provided where practicable to replace the wetlands taken." No reference is made, however, to the availability of wetland replacement sites within the construction limits. It is EPA's firm policy that all such wetlands shall be replaced on at least a 1:1 basis. The Final Environmental Impact Statement (FEIS) must offer assurances that wetlands, potentially impacted, will be avoided where possible and replaced when avoidance is not possible. Replacement shall be closely coordinated with the proper resource agencies. It should be noted that the selection of the five lane undivided option, preferred by EPA, would eliminate most of this concern.

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262

The text also states that wetland W-6, associated with Connection Alternate C, could be avoided, but that such avoidance would lower the design speed and 'probably' result in the displacement of two residences. The FEIS should clearly state how much the design speed would be reduced and more definitively state whether any residences would be affected. The selection of Connection Alternate C-2 would avoid these problems.

2

Rare and Endangered Species

The DEIS refers to the MD Darter in Deer Creek as being a rare and endangered species. EPA is perplexed over the negative determinations made by the resource agencies regarding the presence of rare and endangered species when the SEA acknowledges the MD Darter in the area. The document fails to present a convincing argument on the extent of the habitat of the Darter, nor does it thoroughly document that the portion of the watershed associated with Connection Alternates C and D are not inhabited by the Darter during part of its life cycle. We therefore question the assumption that sediment from the construction of structures across tributaries to Deer Creek (Cool Branch and Mill Creek) will not affect the MD Darter.

3

Consequently, we feel that a more detailed discussion of this species is in order. Avoidance of Connector C, and the construction of Connector C-2, would reduce the potential impacts. But the document does not consider any viable options to Connector Alternate D to reduce the sediment loading on the streams affecting the MD Darter. Further coordination on this matter should be conducted with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service, which both have greater expertise in dealing with issues of this nature. EPA will defer to their judgement and support their recommendations with regard to restrictions on construction activities.

Surface Water

The DEIS refers to the continued waste loading problems that are anticipated on the Bush River as a result of the Sod Run Sewage Treatment Plant (III-17), but does not substantiate the reasons for these difficulties. The FEIS should elaborate on the problem and discuss any history of non-compliance at the plant and any corrective measures that are being taken. No mention is made of any surface runoff that may be contributing to the problem as well.

4

With regard to the short term effects of the project, (IV-14) the report identifies as a potential impact, the "changes in stream flow patterns resulting from impoundments and debris." The FEIS should identify the type and size of the impoundments as well as the construction materials to be used, the method of construction, expected length of time that they will be in place and the method of removal. Furthermore, if specific sedimentation and erosion control measures cannot be identified by the time that the FEIS is published, EPA requests to be advised of the measures to be incorporated when they become known.

5

263

Groundwater

Although the report does not anticipate any impacts to ground water quality in the vicinity of the project, it does not provide any information to substantiate the claim. The FEIS should identify the wells closest to the proposed alignment and specify their current usage and yield. By doing so, the reader will be better able to understand why impacts are considered to be minimal. Included in the FEIS should also be a plan which addresses the mitigation plans for any wells that could be impacted by the project.

6

Sedimentation and Erosion

The DEIS refers to the possibility of moderate to severe erosion on some of the steeper slopes adjacent to streams. These impacts must be minimized through sedimentation and erosion control measures. While we are confident that the SHA will develop a satisfactory plan, the DEIS does not provide the reader the same sense of confidence. For example, on page IV-14, the report refers to measures that 'may' be incorporated. More appropriate assurances, through more convincing statements, must be given in the final document.

7

Floodplains

As a general statement, EPA recommends the use of bridges, rather than culverts, whenever possible. In cases where bridges prove to be impractical, culverts should have provisions for low flow conditions and should be countersunk to provide a natural stream bottom for the benthic community.

8

Air Quality

Refer to EPA's comments on the Air Quality Analysis Report dated February 6, 1987.

9

Noise

It appears as though attenuation measures may be feasible at two of the locations, NSA 15 and 27. Respective costs per residence are \$33,400 and \$40,300, both of which are within (or close enough to) the State's limit of \$40,000 per residence for the feasibility of noise barriers. The FEIS should outline measures that could be incorporated at these receptor sites.

10

Thank you for providing EPA with the opportunity to comment on this document and for including us in the previous scoping efforts for the project. We look forward to working with you in the development of this highway in an environmentally sensible fashion. If we can be of further assistance, feel free to contact me at 215/597-9302..

Sincerely,

Jeffrey M. Alper
Jeffrey M. Alper, Chief
NEPA Compliance Section

SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*Environmental Impact of the Action

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

265

RESPONSES TO U.S. ENVIRONMENTAL PROTECTION AGENCY
LETTER DATED MAY 8, 1987

1. The statement in the document has been revised to state that the wetland reconstruction will be adjacent to the highway construction limits and contiguous to the wetland which is encroached upon.
2. The agency field review held on May 20, 1987 did not identify any wetlands along Connection Alternate C. The field review was attended by a representative of the U.S. Army Corps of Engineers. The U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources were invited but did not attend.
3. The National Marine Fisheries Service (NMFS) has determined that the project will not adversely affect resources or habitats for which NMFS bears statutory authority (See letter dated April 30, 1987). The Maryland Natural Heritage Program has no record of any rare species, unique habitat or other significant natural features at or in vicinity of the project site (See letter dated June 6, 1985). The Maryland Forest, Park and Wildlife Service has determined that there are no known populations of threatened or endangered species within the project area in influence (See letter dated June 14, 1985). The Fish and Wildlife service has determined no Federally listed or proposed endangered or threatened species are known to exist in the project impact area (See letter dated June 10, 1985).
4. EPA has on file records of compliance/non-compliance at the Sod Run Sewage Treatment Plant. This plan is mentioned in the DEIS to illustrate the environmental status of the Bush River ecosystem. The specifics of the plant's historical operation are beyond the normal scope of projects of this type. The effects of the surface runoff on this stream and those that are directly affected by the project are addressed in paragraphs 1-3 on page III-17 of the DEIS.
5. Specific erosion and sediment control measures cannot be identified at this time. Erosion and sediment control plans will be developed by the State Highway Administration (SHA) during final design and approved by the Water Resources Administration prior to the start of construction. The SHA will advise the Environmental Protection Agency of the appropriate and specific Sediment and Erosion Control plans to be utilized on this project when they are known. The Selected Alternate is an improvement along the existing roadway. There is one existing stream crossing. There will be no new stream crossings.

File

6. The following statement has been included in the document:

"The State Highway Administration will conduct a pre-construction survey of all wells in the vicinity of the selected alternate to determine their existing quantity and quality. If significant changes to either the quantity or quality of wellwater occur as a result of the roadway construction, the State Highway Administration will either provide a replacement well for affected property or compensate the property owner."

7. See response number 5.
8. There are no new stream crossings on this project. There is one existing crossing. Replacement of existing facilities will be designed to comply with the criteria of the Maryland Department of Natural Resources, Water Resources Administration, which are in effect at the time the design is performed. Current Water Resources Administration criteria requires depressing the bottoms of pipes and concrete box culverts to allow a natural substrate to form.
9. In reference to EPA's comments on the Air Quality Analysis Report, dated February 6, 1987, the Maryland State Highway Administration is currently using the EPA Mobile 3 Emission Factor program for all air quality analyses.
10. NSA 15 and NSA 27 are located in the deferred section of the project. This comment will be addressed when a decision is made for the deferred sections of the project.

Date 4-13-87

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✓

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, MD 21201-2365

PROJECT DEVELOPMENT DIVISION
APR 20 11 04 AM '87

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Application Identifier: MD870318-0187

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 22, Bel Air to 23, Bel Air to 95

Responses must be returned to the State Clearinghouse on or before April 23, 1987.

Based on a review of the notification information provided, we have determined that:

Check One:

_____ 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:

_____ It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.

_____ It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).

XX _____ 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.

_____ 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here _____.

_____ 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here _____.

_____ 5) It does not require our comments.

COMMENTS: Sidewalks should be provided, at least on one side of Churchville Road, between Shamrock Road and Brierhill Drive. Pedestrians are currently forced to walk in a drainage ditch. This is a particular safety hazard for local high school students at Bel Air
(Additional comments may be placed on the back or on separate sheets of paper)

1

RECEIVED

APR 20 1987

DIRECTOR, OFFICE OF PLANNING & PRELIMINARY ENGINEERING

Signature: Carol L. Deibel

Name: Carol L. Deibel, Director of Planning

Organization: Town of Bel Air

COMMENTS CONTINUED:

High School and John Carroll High School. We urge serious consideration of this addition to the highway construction proposal.

NOTE: The Town of Bel Air strongly supports the reconstruction of Maryland Route 22. Currently the road is operating at capacity during the peak traffic hours. With the proposed development along Maryland Route 543 and the connection of the Ring Factory Road bypass, this approach to Bel Air will most likely reach a point in the very near future where traffic will come to a standstill for several hours during the day. Aside from the inconvenience associated with the congestion, the traffic situation will have a negative impact on local economic development efforts.

RESPONSE TO TOWN OF BEL AIR COMMENTS
DATED APRIL 13, 1987

1. See response to State Clearing House Comments.



United States
Department of
Agriculture

Soil
Conservation
Service

4321 Hartwick Road
Room 522
College Park, MD 20740-3291

269

May 4, 1987

Handwritten mark

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland

Dear Mr. Ege:

The Soil Conservation Service has reviewed the Draft Environmental Impact Statement, Section 4(f) Evaluation for Maryland Route 22, Bel Air to Interstate 95, in Harford County. We offer the following comments:

Section IV, Effects on Water Resources--

Page IV-15. Please note that sediment control plans should also be reviewed by the Harford Soil Conservation District, which is located in Bel Air. (1)

Page IV-17. The report states that construction "may" cause a temporary increase in sedimentation. It is likely that increased sedimentation will occur in connection with replacement of bridges and culverts. (2)

Thank you for the opportunity to comment on this Environmental Impact Statement.

Sincerely,

(for) J C Reeder

PEARLIE S. REED
State Conservationist

RESPONSE TO COMMENTS:

1. The Water Resources Administration is responsible for review and approval of the Erosion and Sediment Control plans for State Highway Administration projects. The State Highway Administration will furnish the Soil Conservation Service a copy of the final approved plans if they request them.
2. The document has been revised to say "will".



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





DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1718
BALTIMORE, MARYLAND 21203

270

REPLY TO ATTENTION OF

29 April 1987

Planning Division

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

Reference Neil J. Pedersen's letter of 12 March 1987, regarding the review and comment of the Draft Environmental Impact Statement (DEIS) for Maryland Route 22 from Shamrock Road to Interstate 95. The comments provided below address the Corps of Engineers areas of concern, including direct and indirect impacts on Corps of Engineers existing and/or proposed projects, flood control hazard potentials, and permit requirements under Section 404 of the Clean Water Act.

There are no existing or proposed Corps of Engineers projects that would be affected by the work described in the DEIS.

According to the DEIS, a portion of Route 22 is located in the 100-year flood plain of Bynum Run and other headwaters of various small streams. Since the proposed facilities will require construction within the flood plain, the Final Environmental Impact Statement should document the effects on the flood plain and compliance with Federal, state, and local flood plain management regulations, as appropriate.

1.

Federal and federally assisted activities must comply with Executive Order 11988, Flood Plain Management, dated 24 May 1977. The objectives of the Order are to avoid the adverse effects of occupying and modifying the flood plain and to avoid direct and indirect support of development in the flood plain. The Order requires that activities not be located in the flood plain unless it is the only practicable alternative. Activities which must be located in the flood plain must incorporate measures to:

- (1) reduce the hazard and risk associated with floods;
- (2) minimize the adverse effects on human health, safety, and welfare; and
- (3) restore and preserve the natural and beneficial values of the flood plain.

Department of the Army permits are required prior to the discharge of any dredged or fill materials into waters of the United States pursuant to Section 404 of the Clean Water Act. Army permits would be required for the 4 lane or 5 lane upgrade alternatives of Segment 1 (Bel Air to Corns Drive). This office has no recommendation on this segment since neither alternative has less a degree of impact.

2.

Department of the Army permits are required in Segment 2 (Corns Drive to Snake Lane) for the Churchville Southern Bypass Alternate A and B, and for the Maryland Route 155 Alternate Connection C and D. This office recommends the upgrade alternatives (4 and 5 lanes) of Maryland Route 22 with alternate C-2 improvements at the Route 155 and Route 22 intersection. This action would have no impacts on streams or wetlands and is consistent with Harford County land use plans.

The proposed upgrade alternatives of Segment 3 (Snake Lane to Interstate 95) would not require Department of the Army permits since the DEIS states that no streams or wetlands will be filled. If you have questions regarding Army permits, please contact Mr. Steve Harman in the Baltimore District Permits Section, at (301) 962-4253.

If you have any other questions on this matter, feel free to call me or my action officer, Mr. Larry Lower, at (301) 967-4710.

Sincerely,

James F. Johnson
 James F. Johnson
 Chief, Planning Division

272

RESPONSES TO DEPARTMENT OF THE ARMY
LETTER DATED APRIL 29, 1987

1. See page III-18 of this document for an assessment of potential impacts to the floodplain and compliance with FHPM 6-7-3-2. The replacement structure for Bynum Run will be designed to meet the objectives of Executive Order 11988 Flood Plain Management and the criteria of the Maryland Department of Natural Resources.
2. A Section 404 Permit will be applied for and obtained prior to the beginning of construction of highway improvements for Segment 1.

The selection of an improvement alternate for MD 22 within Segment 2 has been deferred. At such time that a decision is made for the deferred portion, this comment will be fully considered and responded to in the appropriate environmental document.

RECEIVED

MARYLAND

DEPARTMENT OF STATE PLANNING

301 W. PRESTON STREET
BALTIMORE, MARYLAND 21201-2368

Walters
273

MAY 4 1987
WILLIAM DONALD SCHAEFER

GOVERNOR
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

April 30, 1987

CONSTANCE LIEDER
SECRETARY

Mr. Neil Pedersen
Office of Plan. & Prel. Engr.
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

SUBJECT: REVIEW AND RECOMMENDATION

State Application Identifier: MD870318-0187

Applicant: MDOT - State Highway Administration

Description: DEIS - Section 4(f) Evaluation - MD Rte 22,
Bel Air to I-95

Location: Harford County

Approving Authority: Department of Transportation

Recommendation: Endorsement Subject to Comments

Dear Mr. Pedersen:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 16.02.03, the State Clearinghouse has coordinated the intergovernmental review of the referenced subject. As a result of the review, it has been determined that the subject is consistent with Maryland's plans, programs and objectives as of this date. The State process recommendation is endorsement subject to the following:

- A State permit for construction within waters of the State may be required; and
- Compliance with Section 106 review requirements; and
- Concern was expressed regarding the impact of MD Rte 155 Alternate C-2 on an elementary school site; and
- Sidewalks should be provided on one side of Churchville Road; and
- Strong support for the subject was noted especially Segment 1.

All directly affected State and local public officials were provided notice of the subject. Review comments were requested from the following local jurisdictions and regional and State agencies:

274

Aberdeen, Bel Air, Havre deGrace, Harford County, Regional Planning Council, Department of Education, Department of Agriculture, Department of Budget and Fiscal Planning, Department of Economic and Community Development including the Maryland Historical Trust (SHPO), Office of Environmental Programs of the Department of Health and Mental Hygiene, Department of Natural Resources, including the Coastal Zone Resources Division, Department of Public Safety and Correctional Services, and the Department of State Planning.

The following specific comments are provided for your consideration:

In accordance with 16 U.S.C. 1456, Section 307(c)(1) and (2), the Department of Natural Resources' Tidewater Administration has determined that the subject is located within the coastal zone and is not inconsistent with the Maryland Coastal Zone Management Program. The Department noted (copy attached) that at least a portion of the subject appears to be located in the 100 year flood plain of Bynum Run. Therefore, a State permit for construction within waters of the State is required. The applicant is strongly urged to contact DNR for more specific design requirements. Also, the Department currently has contracts for definitive flood plain analyses for several of the watersheds listed in the draft statement. (1)

Department of Education noted (copy attached) concern regarding the impact of MD Rte 155 Alternate C-2 on the Churchville Elementary School site. (2)

The State Historic Preservation Officer has determined that the subject may affect archaeological or historic resources listed in, or possibly eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act and the federal Advisory Council on Historic Preservation's regulations (36 CFR Part 800) require that the Advisory Council be given the opportunity to comment when a federal undertaking will affect resources listed in or eligible for the National Register. In accordance with a 1981 suspension of Section 800.4 of the Advisory Council regulations, the time in which a "determination of effect" is made can be decreased, if the federal agency or State agency or local government to which compliance responsibility is delegated prepare and submit the requisite documentation to the Keeper of the National Register for a formal "determination of eligibility" within one year from the date the State Historic Preservation Officer and the federal agency concurred that resources are eligible for listing. If the federal agency does not agree with the opinion of the State Historic Preservation Officer, a "determination of eligibility" must be requested from the National Register before proceeding. For more information about the requirements of Section 106 and the Council's regulations, the State agency should contact the State Historic Preservation Officer. (3)

The Trust noted that MHT is working with the State Highway Administration to complete the Section 106 review requirements.

275

Regional Planning Council noted (copy attached) that Harford County strongly supports the reference subject and feels that Segment 1 of the subject be given the highest priority. The County has not developed a final position on the alternate alignments in Segment 2.

4

Town of Bel Air indicated (copy attached) that sidewalks should be provided, at least on one side of Churchville Road, between Shamrock Road and Brierhill Drive. This is a particular safety hazard for local high school students.

5

In response to the review request, this letter with attachments constitutes the State process recommendation. The applicant is required to include a copy of this letter with attachments and a statement of consideration given to the comments and recommendation with the application that is submitted to the federal approving authority. A copy of this statement should also be submitted to the State Clearinghouse. Additionally, you are required to place the State Application Identifier (SAI) Number on the application for financial assistance.

The State Clearinghouse must be informed if the recommendation cannot be accommodated by the federal approving authority. The Clearinghouse recommendation is valid for a period of three years from the date of this letter. If the approving authority has not made a decision regarding the subject within that time period, information should be submitted to the Clearinghouse requesting a review update.

We appreciate your attention to the intergovernmental review process and look forward to continued cooperation.

Sincerely,



Gay W. Hager
Director, Maryland State Clearinghouse
for Intergovernmental Assistance

GWH/SB/jap

Attachments

- cc: Bruce Gilmore (DNR)
- Clyde Pyers (MDOT)
- Ed Wise (DECD)
- Max Eisenberg (OEP)
- Daryl Rawlings (RPC)
- Scrib Sheafor (DSP)
- Larry Klimovitz (DSP)

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, MD 21201-2365

Date:

RECEIVED

APR 22 1987

276

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Application Identifier: MD870318-0187

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 22, Bel Air to I-95

Responses must be returned to the State Clearinghouse on or before April 23, 1987.

Based on a review of the notification information provided, we have determined that:

Check One:

 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:

 It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.

 It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).

 x 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.

 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .

 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .

 5) It does not require our comments.

COMMENTS: It appears that at least a portion of the above referenced project is located in the non-tidal 100-yr. floodplain of Bynum Run. Therefore, a State permit for construction within waters of the State is required. The Applicant is strongly urged to contact this Administration for more specific design requirements

*Also see attached

(Additional comments may be placed on the back or on separate sheets of paper)

Signature: Virginia Tauber

Name: Virginia Tauber 4/20/87

Organization: DNR/Water Res. Admin.

Maryland Department of Natural Resources

277

Water Resources Administration
Tawes State Office Building
Annapolis, Maryland 21401
Telephone: (301) 974-3825

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

James W. Peck
Director

MEMORANDUM

TO: Gene Gopenko
Waterway Permits Division

FROM: Rebecca Q. Hughes *RQH*
Flood Management Division

DATE: April 1, 1987

RE: WRA No. 82-PP-0254
Maryland Route 22 - Harford County

This Division currently has contracts for definitive floodplain analyses for several of the watersheds listed on page III-13. The models will be made available to SHA for baseline use. In particular, Maryland Route 22 at Bynum Run has been modeled with the HEC-II (cross-sections 517 and 518); the back water 100-year WSEL is 266' ± NGVD. A bath-house and pool are located in the 100-year floodplain approximately 700' downstream of the crossing.

RQH:mds

RECEIVED
APR 1 1987
WATERWAY PERMITS DIVISION
WATER RESOURCES ADMINISTRATION

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, MD 21201-2365

Date: April 21, 1987

RECEIVED
APR 22 1987

278

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Application Identifier: MD870318-0187

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 22, Bel Air to I-95

Responses must be returned to the State Clearinghouse on or before April 23, 1987.

Based on a review of the notification information provided, we have determined that:

Check One:

- 1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:
 - It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.
 - It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).
- 2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.
- 3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .
- 4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .
- 5) It does not require our comments.

REMARKS: PLEASE SEE ATTACHED MEMORANDUM

Additional comments may be placed on the back or on separate sheets of paper)

Signature: A. Skiff Sanders (yjk)
Name: Dr. Askew S. Sanders

Organization: MD STATE DEPT. OF EDUCATION
v-209

RECEIVED
APR 21 1987
MARYLAND STATE BOARD OF EDUCATION

DATE 4/21/87

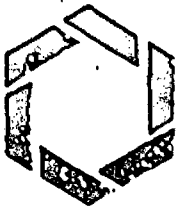
SKIP SANDERS
FROM AL AE END

SUBJECT IMPACT: RT 22 & 155 IMPROVEMENTS
HARFORD COUNTY

SKIP, I HAVE REVIEWED THE ENVIRONMENTAL IMPACT STATEMENT (ATTACHED) AND CONSULTED WITH HARFORD COUNTY BOARD OF EDUCATION STAFF.

WE SHOULD EXPRESS CONCERN OVER THE IMPACT OF THE MARYLAND ROUTE 155 ALTERNATE C-2 ON THE CHURCHVILLE ELEMENTARY SCHOOL SITE. THIS IS A SMALL SITE OF 6.5 ACRES WITH A 540 DESIGN CAPACITY FOR THE SCHOOL. IF WE WERE CONSTRUCTING A NEW SCHOOL OF THIS CAPACITY WE WOULD SUGGEST A 12.5 ACRE SITE (MINIMUM). ALTERNATE C-2 WILL TAKE FOOTAGE FROM THIS SITE ALONG A 760 FOOT ± PROPERTY LINE. THERE MAY BE SOME IMPACT ON PLAY FIELDS BUT THIS IS UNCLEAR AT THIS TIME. FINALLY, THE SCHOOL BLDG. IS ALREADY VERY CLOSE TO RT. 155 AND ALTERNATE C-2 WILL DECREASE THIS DISTANCE.

CC. YALF STENZLER



Regional Planning Council

2225 North Charles Street Baltimore, Maryland 21218-5767

George F. Harrison, Jr., *Chairman* Alfred P. Gwynn, *Executive Director*

REGIONAL PLANNING
COUNCIL

280

APR 14 1987
April 10, 1987

SEARCHED	SERIALIZED	INDEXED	FILED

Mr. Guy W. Hager, Director
Maryland State Clearinghouse
for Intergovernmental Assistance
Department of State Planning
301 West Preston Street
Baltimore, Maryland 21202

Re: Metropolitan Clearinghouse
Review and Referral Memorandum,
Project: O187-87040
DEIS/Sec. 4 (f) Evaluation - MD
Rt. 22, Bel Air to I-95

State Clearinghouse #: 870318-0187

Dear Mr. Hager:

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: Harford County.

We appreciate your attention to Metropolitan Clearinghouse procedures. If you have any questions, please contact us at 554-5609.

Sincerely,

Daryl L. Rawlings

Daryl L. Rawlings, Coordinator
Metropolitan Clearinghouse

Attachment

REGIONAL PLANNING COUNCIL
2225 North Charles Street
Baltimore, Maryland 21218

281

RPC Meeting: 04/10/87

HARFORD COUNTY

Project: Q187-87040

DEIS/Sec. 4(f) Evaluation - MD Route 22, Bel Air to I-95. The Maryland Department of Transportation is preparing to evaluate MD Route 22 from Bel Air to I-95. Action to be taken consists of:

1. Roadway improvements to relieve traffic congestion;
2. Improving highway safety;
3. Reconstruction of existing road; and
4. Other related highway improvements.

Referral Source:

Department of State Planning

COMMENTS

This project is consistent with regional plans, programs, and policies.

Harford County strongly supports this project and feels that Segment 1 of the project should be given the highest priority. The county has not developed a final position on the alternate alignments in Segment 2.

The Transportation Steering Committee will give their comments to the Council at the meeting.

Recommendation:

Endorsement with comments.

I HEREBY CERTIFY that at its 267th meeting, which was held on April 10, 1987, the Regional Planning Council concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

4/10/87
DATE

Alfred P. Gwynn
Alfred P. Gwynn
Executive Director

FROM: Mr. William Carroll, Director
Department of Planning
4000 Main Street
Baltimore, Maryland 21014

DATE: March 20, 1987

RPC MEETING April 10, 1987

Joint RPC/CMHSA Review Cycle
(up to 60 days)

RE: REFERRAL COORDINATOR REVIEW SUMMARY

Project: DEIS/Sec. 4(f) Evaluation - MD Rt. 22, Bel Air to I-95

R & R File Number: 0187-87040 (St. ID #: 870318-0187)

Comments should be return by: 3/31/87

This project has been forwarded to the following local departments or agencies (check appropriate blanks and attach comments from the reviewing agencies):

Planning
 Environmental Protection
 Public Works
 Human Relations
 Others (Specify) Dept. of Planning & Training

JURISDICTION'S COMMENTS

Check One

- This jurisdiction has no comments on this proposal.
- This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals, and objectives.
- This project raises problems concerning compatibility with local plans, or intergovernmental, environmental, or civil rights issues, and a meeting with the applicant is requested.
- This project raises problems concerning compatibility with local plans, or intergovernmental, environmental, or civil rights issues; however, a meeting with the applicant is not requested.
- This project is generally consistent with local plans, but qualifying comments are necessary (attach comments).

RETURN TO:

Coordinator, Metropolitan Clearinghouse
Regional Planning Council
2225 North Charles Street
Baltimore, Maryland 21218

Signature: [Signature]
Title: Director
Agency: Dept. of Planning and Training
Harford County Government
Date: March 31, 1987

283

TO: Mr. William Carroll, Director
Department of Planning
and Zoning
45 South Main Street
Bel Air, Maryland 21014

Date: March 20, 1987

RE: PROJECT REVIEW FORM

Project: DEIS/Sec. 4(f) Evaluation -MD Rt. 22, Bel Air to I-95

R & R File Number: 0187-87040 (St. ID #: 870318-0187)

Comments should be returned by: 3/31/87

Check One

- This agency has no comments on this proposal.
- This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals, and objectives.
- This project raises issues concerning compatibility with local plans or intergovernmental problems, and a meeting with the applicant is requested. (Explain below.)
- This project raises issues concerning compatibility with local plans or intergovernmental problems; however, a meeting with the applicant is not requested. (Explain below.)
- This project is generally consistent with local plans, but qualifying comments are necessary. (Explain below.)

Comments A formal position by the County on the proposed alternative has not been determined at this time. It may be appropriate to maintain we are in general agreement with the alternatives presented, in particular, the section Rt 22 from Bel Air to Churchville area. A formal statement from the County will be presented at the public hearing on April 22, 1987.

RETURN TO LOCAL REFERRAL COORDINATOR
NAMED ABOVE

Signature [Signature]
 Title Transp Planner
 Agency P&Z

284

The County strongly supports this project and feels that Segment 1 of the project should be given the highest priority. The County has not developed a final position on the alternate alignments in Segment 2.

Director
Maryland State Clearinghouse
for Intergovernmental Assistance
301 West Preston Street
Baltimore, MD 21201-2365

Jul 4-13-87

285

DEPT. OF STATE PLANNING
RECEIVED

APR 15 1987

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Application Identifier: MDR70318-0187

Applicant: DOT - State Highway Admin.

Description: DEIS/Section 4(f) Evaluation - Md. Rte. 25, Bel Air to I-95

Responses must be returned to the State Clearinghouse on or before April 23, 1987.

Based on a review of the notification information provided, we have determined that:

Check One:

1) It is consistent with our plans, programs, and objectives. For those agencies which are responsible for making determinations under the following federal consistency requirements, please check the appropriate response:

It has been determined that the subject has "no effect" on any known archeological or historic resources and that the requirements of Section 106 of the National Historic Preservation Act and 36 CFR 800 have been met for the subject.

It has been determined that the requirements of Maryland Coastal Zone Management Program have been met for the subject in accordance with 16 USC 1456, Section 307(c)(1) and (2).

2) It is generally consistent with our plans, programs, and objectives, but the qualifying comment below is submitted for consideration.

3) It raises problems concerning compatibility with our plans, programs, or objectives, or it may duplicate existing program activities, as indicated in the comment below. If a meeting with the applicant is requested, please check here .

4) Additional information is required to complete the review. The information needed is identified below. If an extension of the review period is requested, please check here .

5) It does not require our comments.

COMMENTS: Sidewalks should be provided, at least on one side of Churchville Road, between Shamrock Road and Brierhill Drive. Pedestrians are currently forced to walk in a drainage ditch. This is a particular safety hazard for local high school students at Bel Air
(Additional comments may be placed on the back or on separate sheets of paper)

Signature: Carol L. Deibel
Name: Carol L. Deibel, Director of Planning
Organization: Town of Bel Air

COMMENTS CONTINUED:

High School and John Carroll High School. We urge serious consideration of this addition to the highway construction proposal.

NOTE: The Town of Bel Air strongly supports the reconstruction of Maryland Route 22. Currently the road is operating at capacity during the peak traffic hours. With the proposed development along Maryland Route 543 and the connection of the Ring Factory Road bypass, this approach to Bel Air will most likely reach a point in the very near future where traffic will come to a standstill for several hours during the day. Aside from the inconvenience associated with the congestion, the traffic situation will have a negative impact on local economic development efforts.

287

RESPONSES TO COMMENTS FROM STATE CLEARING HOUSE
LETTER DATED APRIL 30, 1987

1. A detailed hydrologic and hydraulic analysis will be prepared for the Bynum Run Crossing by the State Highway Administration for the Department of Natural Resources approval. The replacement structure will be designed to comply with criteria of the Department of Natural Resources.
- 2 & 3. MD 155 Alternate Connection C is no longer included in this Federally Funded project.
4. The State Highway Administration has selected an improvement alternate for the section of the project from Bel Air to east of MD 543 and final design is scheduled to begin during May 1988. The State Highway Administration has deferred selection of an improvement alternate for MD 22 east of MD 543 until the new MD 543 - I-95 interchange is completed and the effects of the new facility on MD 22 are evaluated. This deferment will also permit the results of the re-evaluation of the Harford County Land Use Plan by the County's Department of Planning and Zoning be taken into consideration in future studies.
5. See response number 4. The Bureau of Highway Design will evaluate the right of way requirements and the feasibility of constructing a sidewalk along the south side of the road from Shamrock Road to John Carroll High School.



U.S. Department of Housing and Urban Development
 Philadelphia Regional Office, Region III
 Liberty Square Building
 105 South Seventh Street
 Philadelphia, Pennsylvania 19106-3392

288

RECEIVED

MAY 11 1987

THE WILSON T. BALLARD CO.

BY _____

MAY 1 4 05 PM '87

PROJECT DEVELOPMENT DIVISION

28 APR 1987

Mr. Louis H. Ege Jr.
 Deputy Director
 Project Development Division (Room 310)
 State Highway Administration
 707 North Calvert Street
 Baltimore, MD 21202

Dear Mr. Ege:

Subject: Contract No. H656-000-461
 F.A.P. No. ELIG-IX
 Maryland Route 22
 PDMS No. 21202

We have reviewed the Draft Environmental Impact Statement/Section 4(f) Evaluation. We have no comments. Please provide us with a copy of the final EIS when it is completed.

Your mailing list should be revised to show that I have replaced Mr. Levine as the Regional Environmental Officer. The current address of the Philadelphia Office of HUD is shown above.

Sincerely,

Margaret A. Krengel
 Regional Environmental Officer

RESPONSE:

HUD will be provided a copy of the final environmental document. The address change has been complied with.

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY



290
JAMES W. PECA
DIRECTOR
MAY 11 1987

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
WATER RESOURCES ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

THE W. B. T. BALLAKS CO.
BY _____

April 28, 1987

PROJECT DEVELOPMENT DIVISION
MAY 1 9 41 AM '87

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
Room 310
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA No. 86-PP-0254
SHA No. H-656-000-471
Draft Environmental Impact
Statement/Section 4(f) Evaluation
for MD 22 from Shamrock Road to
I-95 (including Churchville
Bypass)

Dear Mr. Ege:

The Draft Environmental Impact Statement for the above referenced project has received necessary review by the Water Resources Administration, and the Tidewater Administration's Fisheries and Coastal Resources Divisions. The Capital Programs Administration and the Forest, Park and Wildlife Service were also provided with a copy of the subject document for their review and comments.

The Water Resources Administration is offering the following comment:

1. In accordance with Natural Resources Article, §8-803 Annotated Code of Maryland and the Rules and Regulations Governing Construction in Non-Tidal Waters and Floodplains (08.05.03.01 - 08.05.03.13), Waterway Construction Permit(s) must be obtained for any changes that would occur to the course, current, or cross-section of any stream or its associated 100-year floodplain limits as a result of the proposed project. More specifically, the replacement of existing structures and/or installation of new culverts or other structures for the new stream crossings which will impact Bynum Run, James Run, Cool Branch Run, Mill Brook, Deer Creek tributaries and Carsins Run require Permits. For limited drainage areas, you may not require any Waterway Permits from this Administration in accordance with COMAR 08.05.03/.

Mr. Louis H. Ege, Jr.
April 28, 2987
Page Two

291

2. In accordance with Section 8-1105 and 8-11A-05 of the Natural Resources Article, Annotated Code of Maryland, the project will require approval relative to sediment and erosion control and stormwater management requirements. (2)
3. The Administration recommends the least impacted alternative to be considered in the selection of the final alternate. (3)
4. The Flood Management Division of this Administration currently has contracts for definitive floodplain analyses for several of the watersheds as listed on page III-13 of the subject DEIS. The models will be available to the State Highway Administration for baseline use. In particular, MD 22 at Bynum Run has been modeled by using the Corps of Engineers HEC-II Computer Model (cross-sections 517 and 518). The backwater 100-year water surface elevation is 266'+ NGVD. Furthermore, a bath house and pool are located in the 100-year floodplain approximately 700' downstream of the crossing. (4)

Enclosed please find a copy of comments on the referenced DEIS from the Fisheries and Coastal Resources Divisions of the Tidewater Administration.

Thank you for the opportunity to comment on your project.

Sincerely,



Stan Wong
Chief, Waterway Permits Division

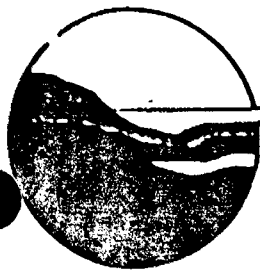
SW:MQT:das

Enclosures

297

RESPONSE TO LETTER FROM WATER RESOURCES ADMINISTRATION
DATED APRIL 28, 1987

1. A hydrologic and hydraulic report will be prepared and the drainage structure will be sized during final design to comply with the Water Resources Administration criteria for all drainage crossings which require a waterway construction permit under COMAR 08.05.03.
2. The erosion and sediment control and stormwater management measures for the selected build alternate will be designed and constructed to meet the requirements of the Water Resources Administration.
3. A combination of the four-lane divided and five-lane undivided highway alternates has been selected for the portion of the project from Bel Air to east of MD 543. The selection of an improvement alternate for the remainder of the project has been deferred.
4. No response.



Maryland Department of Natural Resources

293

Tidewater Administration
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

April 24, 1987

MEMORANDUM:

TO: M. Q. Taharian, Water Resources Administration
VIA: Elder Ghigliarelli, Jr., Coastal Resources Division
FROM: Mike Slattery, Coastal Resources Division
SUBJECT: Draft Environmental Impact Statement/Section 4(f) Evaluation,
Maryland Route 22, Shamrock Road to I-95.

This is in response to your memorandum dated March 24, 1987 requesting comments subsequent to our review of the Draft Environmental Impact Statement (DEIS). Having reviewed the document, the Coastal Resources Division has the following comments to offer:

1. Based on topographic contours and intermittent waterways indicated on U.S.G.S. Quad maps, we believe that the wetlands acreages provided in the document may be incorrect. We would appreciate documentation of field verification of wetland boundaries by the appropriate environmental review agencies. (1)

2. Treatment of the ecology of the affected area is inadequate and misleading. Specifically, the statement is made on page III-18 that, "Streams in the project corridor are too small to support viable fisheries." There is no substantiation of this statement contained in the DEIS. Also, no consideration is given to the ecosystem maintenance values of the floral, faunal, and microfaunal communities associated with these headwater areas. The viable fisheries to which reference is made are extremely dependent upon such communities. (2)

An attempt is made to treat aquatic ecology on page III-17. Much emphasis is placed on detrimental impacts that have already been sustained by the resource apparently in an effort to downplay projected impacts associated with MD Route 22. The conditions represented here do not justify further adverse impacts. Furthermore, statements such as, "Tidal marshes in the estuary show no evidence of decline in productivity at this time," and, "declines in benthic diversity and number have resulted from reductions in overall water quality" lack substantiation in the document. (3)

We request that quantitative substantiation for ecological assertions be included in the Final Environmental Impact Statement (FEIS).

Telephone: (301) 974-2784
DNR TTY for Deaf: 301-974-3683

MEMORANDUM:

M. Q. Taharian

Page -2-

April 24, 1987

294

We request that the ecosystem maintenance functions of headwater area communities be examined and that this information be included in the FEIS as well. It may be necessary to bridge streams in areas of high ecosystem maintenance importance.

3. Certain statements made regarding water quality require revision or clarification.

On page IV-16 it is stated that, "stormwater management practices such as vegetated swales and retention and detention ponds will tend to filter out the pollutants and decrease their concentrations." This is misleading in that it cannot a decrease in nutrient and pollutant loadings from existing levels. These stormwater management strategies only serve to minimize increases in loadings.

The statement is made on page IV-17 that "...no significant long term impacts on surface waters are anticipated." It is impossible to make such a determination without first assessing impacts to floral and faunal communities in headwater areas. Increases in light penetration and water temperature that might result from the proposed construction activity could alter the trophic structure of these areas drastically, thus causing long term, adverse impacts to surface waters and consequently, downstream aquatic resources. It is also stated that, "A temporary increase in the sediment content of Cool Branch or Mill Creek would settle out before reaching Deer Creek which is located approximately three miles downstream. "Substantiation of this statement is particularly important to alleviate concerns related to the Maryland Darter.

4

4. With regard to rare and endangered species, it is stated that "no known population of threatened, rare, or endangered species" were revealed "within the area of project influence" on page IV-19. (While the right of way of the chosen alignment may not cross Deer Creek, this waterway which is inhabited by the Maryland Darter, is by no means outside the area of project influence). It is important that information as to how the limits of the area of project influence were determined to be included in the FEIS.

5

5. Projects, such as the MD. Route 22 project, are evaluated only in terms of the immediate impacts with which they are associated. Cumulative impacts sustained by the natural environment extend beyond the construction limits of the project. There are also a number of development projects proximal to these watersheds which share similar impacts. A more comprehensive approach to assessing impacts associated with such work would more adequately address the concerns and efforts associated with the Chesapeake Bay Initiatives. More specifically, we are concerned about the downstream impacts to water quality and aquatic resources both on short term and long term scales.

EG/MS/dcw

cc: Johanthan McKnight, NHP/FPW

RESPONSES TO COMMENTS FROM TIDEWATER ADMINISTRATION
COASTAL RESOURCES DIVISION
DATED APRIL 24, 1987

1. The revised section on wetlands included in the final environmental document accurately locates and describes wetlands impacts as substantiated by the agency field review held on May 20, 1987. The U.S. Army Corps of Engineers was the only agency that attended. The U.S. Fish and Wildlife Service and the MD DNR - Tidewater Administration were invited but did not attend.
2. The Selected Alternate from Shamrock Road to MD 543 crosses Bynum Run only. Appropriate sediment and erosion control measures will be incorporated into the project design to ensure that no degradation of water quality occurs that may affect fisheries or their habitats.
3. The statements in question have not been included in this Final Document.
4. See response number 2.
5. See response number 2. The Maryland Natural Heritage Program has no record of any rare species, unique habitat or other significant natural features at or in vicinity of the project site (See letter dated June 6, 1985). The Maryland Forest, Park and Wildlife Service has determined that there are no known populations of threatened or endangered species within the project area of influence (See letter dated June 14, 1985). The Fish and Wildlife service has determined no Federally listed or proposed endangered or threatened species are known to exist in the project impact area (See letter dated June 10, 1985). The Selected Alternate for MD 22 extends only from Shamrock Road to east of MD 543.



296

TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TIDEWATER ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

April 23, 1987

MEMORANDUM

TO: M.Q. Taherian
Waterway Permits Division, WRA

FROM: W.P. Jensen, Director
Fisheries Division

SUBJECT: DEIS for Maryland Route 22, Bel Air to Interstate 95.

We have reviewed the Draft Environmental Impact Statement supplied by State Highway Administration. It contains information for the upgrading of Maryland Rte. 22 between Bel Air and I-95, Harford County. The project area will affect wetlands and channels of several Class I, III and IV streams.

Our critique of this Draft EIS is contained within the body of the following narrative. If you have any questions concerning this review, please contact Mary Ellen Dore, Ext. 3061.

P. III - 8 b. Future Land Use

It is stated that the area between Bel Air and MD. Rte. 543 has been zoned for moderate to high density residential development. Existing congestion will be alleviated by the improved transit corridor. However, by improving the roads, increased residential and commercial growth will be encouraged, thereby congesting the transit corridor; encouraging the conversion of agricultural land and open space to impervious surfaces. (1)

P. III - 17 Aquatic Ecology

In this segment the authors discuss the eutrophication problems within the estuarine sections of the Bush River watershed. The reference to problems within Romney Creek are immaterial to the discussion of aquatic ecology within the project area as Romney Creek is a tidal estuarine water body. The project area impacts the wetlands and headwater portions of several freshwater non-tidal streams. The improved widened roadway will increase: (2)

- 1) impervious surfaces directly, thereby contributing more runoff to adjacent wetlands and watercourses. Less unpaved surface will be available between the road and the wetlands/waterways through which runoff can percolate and/or filter pollutants.

2) or accelerated development within the MD Rte. 22 corridor. Other sections of this report state that zoning within Bel Air will permit moderate to high density development (p. III - 8). These developments, such as Tudor Manor, Fountain Glen, Southampton (to name a few) have contributed to the deforestation of acres of forested land within the Bynum Run watershed. Chemical pollutants from petrochemicals (oil, grease, etc.) and lawn chemicals (fertilizers, pesticides, herbicides, etc.) enter the waterways in runoff. Appendix I contains a more thorough discussion of the amounts and effects of these chemical pollutants on stream ecology.

There are a number of streams which will be affected directly by this project. Time of year restrictions will be imposed upon construction activities within streams and floodplains, depending upon the State classification of the stream.

P. IV - 18 Effects on Wetlands

Alternates B would have the least impacts on wetlands W - 3 and W - 4. Alternate C - 2 would avoid impacts to Cool Branch (W - 6).

3

There appears to be more to Mill Brook (W - 7) than indicated in the DEIS. The area affected includes two tributaries of Mill Brook and possibly the MD Rte. 155 crossing over Mill Brook. These wetlands need to be investigated further and included in the Final Environmental Impact Statement.

Segment 3 construction proposes to use Carsins Run as a storm water management area. This will affect the wetlands within the Carsins Run drainage. These wetlands need to be included in the overall total for wetlands impact, and impacts must be minimized.

cc: Y.G. Gopenko, WRA

WPJ/MED/cp

298

RESPONSES TO COMMENTS FROM
TIDEWATER ADMINISTRATION FISHERIES DIVISION
DATED APRIL 23, 1987

1. Development within the area served by MD 22 is in compliance with the current Harford County Zoning Regulations. It is the State Highway Administration's responsibility to plan and provide an adequate major highway system to meet the existing and future traffic needs.
2. EPA has on file records of compliance/non-compliance at the Sod Run Sewage Treatment Plant. This plant is mentioned in the DEIS to illustrate environmental status of the Bush River ecosystem. The Selected Alternate is in a highly developing area and as such will not have a significant impact on the natural environment. There will be approximately 0.17 acres of wetlands affected and approximately 0.20 acres of floodplains impact. Appropriate erosion and sedimentation control practices will be incorporated into the project.

Zoning and future land use in the MD 22 corridor is the responsibility of Harford County.

3. The revised sections on wetlands included in the final environmental document accurately locates and describes wetlands impacts as substantiated by the agency field review held on May 20, 1987.

The purposes of showing a "Possible Stormwater Management Area" on the alternate plan exhibits is to identify that stormwater management will be required in vicinity of the location shown and to establish the approximately right of way requirement and right of way cost for the management area. If a wetland area is impacted by a Stormwater Management Area appropriate mitigation measures will be developed.



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

Memorandum ²⁹⁹

APR 11 1987

THE HARRIS FARM CO.

Draft Environmental Impact Statement
Section 4(f) Evaluation
MARYLAND - Hardford County, Route 22
FHWA-MD-EIS-87-01-D

Subject

Date

APR 14 1987

From

Donald Trilling *Donald R. Trilling*
Deputy Director, Office
of Transportation Regulatory Affairs

Reply to
Attn of

To

Eugene W. Cleckley, Chief
Environmental Operations Division, HEV-11

We have reviewed the subject DEIS and have the following comment:

Truck turn-arounds are shown on Figure No. II-4A and Figure No. II-5A. The Final EIS should discuss the need for truck turn-arounds, and their effect on traffic flow and safety. (1)

We appreciate the opportunity to review this DEIS.

RESPONSE TO COMMENTS:

The Selected Alternate for MD 22 extends from Shamrock Road to east of MD 543 and is a combination of the four lane divided highway alternate and the five lane undivided alternate.

Truck turn-arounds are not being considered within the limits of the Selected Alternate.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III

841 Chestnut Building
Philadelphia, Pennsylvania 19107

PROJECT
DEVELOPMENT
DIVISION

FEB 11 2 49 PM '87

FEB 6 1987

Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Rm. 310)
MD State Highway Administration
707 North Calvert Street
Baltimore, MD. 21202

Re: MD Route 22, Shamrock Rd. to Interstate 95
Air Quality Analysis

Dear Ms. Simpson,

In accordance with the responsibilities delegated to EPA under Section 309 of the Clean Air Act and the National Environmental Policy Act, EPA Region III has reviewed the above referenced document. We are satisfied with the approach outlined for analyzing the air quality impacts of the project and offer no objections to completing this portion of the environmental study. Please note, however, that this analysis incorporated EPA's MOBILE 1 computer program for calculating emission factors, rather than MOBILE 3. We have cited this deficiency in numerous air quality analyses in the past and wish to be advised as to when the SHA intends to update their methodology.

Thank you for including EPA in the coordination process. Should you have any questions, or if we can be of additional assistance, please contact Jeffrey Alper at 215/597-7817.

Sincerely,

Barbara D'Angelo, Acting Chief
NEPA Compliance Section

RESPONSE TO COMMENTS:

The State Highway Administration uses the EPA MOBILE 3 computer program for performing air quality analyses on all current projects.



Handwritten initials and date: C.J. 3/1/87

**OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE**

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • ~~XXX~~ 225-5275

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

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

William M. Eichbaum, Assistant Secretary

March 5, 1987

Handwritten signature

MAR 9 2 21 PM '87

PROJECT
DEVELOPMENT
DIVISION

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

RE: Maryland Route 22
Shamrock Rd. to 195
Contract No. H 656-000-471

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed improvements of Maryland Route 22 from Shamrock Road to Interstate Route 95, including the Churchville Bypass, and concur with its conclusions.

Given the expected increase in traffic predicted for the region, the Department believes that any build alternate will yield the best air quality for the area.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Baltimore Intrastate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 10.18.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,
Mario E. Jorquera
Mario E. Jorquera
Division of Air Quality Planning
and Data Systems
Air Management Administration

MJ:dsd

(NO RESPONSE REQUIRED)



HARFORD COUNTY GOVERNMENT

February 18, 1988

300
PROJECT
DEVELOPMENT
DIVISION

FEB 22 10 47 AM '88

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street, Room 310
Baltimore, MD 21202

Subject: Maryland Route 22 Improvements

Dear Mr. Ege:

I have received correspondence from Paul Wettlaufer detailing the proposed alternatives being considered in the improvements of Maryland Route 22 in the area of Maryland Route 155 and Maryland Route 136.

Of the remaining alternatives to eliminate the traffic congestion on Maryland Route 22, between Maryland Route 136 and Maryland Route 155, the only alternative affecting the Harford County Department of Parks and Recreation is the Glenville Road alternative which would direct traffic from Maryland Route 155 across an improved Glenville Road to enter Maryland Route 22, approximately three tenths of a mile east of the Route 136 intersection.

To improve Glenville Road for the increased traffic, widening the existing road is obviously the first option. To widen Glenville Road will more than likely have a very negative effect on the Churchville Complex located at the intersection of Glenville Road and Maryland Route 155.

Approximately two years ago, this Department completed a major development project consisting of the construction of a football/soccer/lacrosse field immediately adjacent to the Glenville Road/Maryland Route 155 intersection. To take any land from this intersection will render our new soccer/football/lacrosse field useless, and we will have wasted the money spent on this project. It should also be noted the improvements to our park site were funded by the Maryland Department of Natural Resources, Program Open Space, which requires a life expectancy of at least 25 years for major developments. If this development is destroyed or rendered useless, it would be the responsibility of the offending party to replace these facilities at their expense.

This Churchville intersection certainly needs to be improved, however, I must express our concern over possible damage to our county park site.

...../2

Louis H. Ege, Jr.

- 2 -

February 18, 1988

303

Should you need any additional information, please do not hesitate to contact me.

Sincerely,



William G. Nicodemus
Chief of Parks & Facilities
Department of Parks and Recreation

WGN/da

cc: Habern Freeman, County Executive
William A. Krebs, Director, Program Open Space
Chip Price, Program Open Space
Paul Wettlaufer, Department of Transportation
Henri Heathcott, President, Churchville Recreation Council
Stanley L. Kozenewski, Director
Terry Carmody, District Supervisor

RESPONSE TO COMMENTS:

A decision regarding the selection of an alternate for MD 22 east of MD 543 has been deferred.



304

TORREY C. BROWN, M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. EBKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

June 6, 1985

Mr. LeRoy I. Pool
Environmental Services, Inc.
9 St. Mary's Road
Pylesville, MD 21132

Subject: Proposed Improvement of MD. Route 22,
from Bel Air to I-95

Dear Mr. Pool:

The Maryland Natural Heritage Program has no record of any rare species, unique habitat or other significant natural feature at, or in the vicinity of this project site. However, in the absence of a recent site review, we cannot show that such species or features are not present.

Please note that a parcel of state-owned parkland, Bynum Pond, sits along the south side of Route 22, just east of Bel Air. Potential impact to that site should be coordinated with the Forest, Park and Wildlife Service.

If you have further questions, please do not hesitate to contact me.

Sincerely,

Arnold W. Norden
Maryland Natural Heritage Program

AWN:mcs
cc: Sean McKewen, FP&WS



United States Department of the Interior

305

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

June 10, 1985

Mr. LeRoy I. Pool
Environmental Services Inc.
9 St. Mary's Rd.
Pylesville, MD 21132

Dear Mr. Pool:

This responds to your May 24, 1985 request for information on the presence of Federally listed endangered or threatened species within the area to be affected by the proposed improvement of Maryland Route 22 from Belair to Interstate Route 95, in Harford County, Maryland. It is our understanding that this improvement will follow the existing alignment of Rt. 22 except near Churchville where it will cut to the south of Churchville.

Except for occasional transient individuals, no Federally listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no Biological Assessment or further Section 7 Consultation is required with the Fish and Wildlife Service (FWS). Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other FWS concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

E. A. Moser

for Glenn Kinser
Supervisor
Annapolis Field Office



305

TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY
THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY
EMERY T. CLEGG
DEPUTY DIRECTOR

RECEIVED
JAN 6 9 57 AM '86
BUREAU OF
PROJECT PLANNING

Division of Archeology
338-7236

3 January 1986

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Maryland Route 22, Shamrock
Road to I95 (including Churchville
By-Pass) Contract No. H656-000-471

Dear Mr. Ege:

As requested, I recently conducted a Phase I archeological reconnaissance of those alternates currently being considered for the Churchville By-Pass which had not previously been covered in other surveys by Mr. Dennis Curry (File Report numbers 80, 88, and 123). Areas reconnoitered included four alternates (A, B, C, and D) and ancillary roads as designated within the project's boundaries. The work consisted of background research and field reconnaissance. The background research included examining historic maps, site reports, and site files. Early structures were noted using the historic maps as a reference. Site reports were utilized to indicate portions of the project which had been surveyed previously. Site files provided information regarding known sites which had been recorded in the project area.

Virtually all of the area along the proposed alternates was surveyed on foot. Fifteen areas which showed site potential based on predictive models for the area and prior field experience were surface collected when feasible; otherwise, in areas with poor ground visibility or in wooded areas, shovel test pits were placed at 10-20 meter intervals within the right-of-way. The following is a summary, by alternates, of what was accomplished:

307

1) **Alternate A, from Maryland Route 136 to Maryland Route 22:**

Results Six test loci were designated along this alternate. Four sites were located: 3 prehistoric and 1 historic. Two of these sites, both prehistoric, are recommended for additional work. Both sites were well exposed in plowed field and both yielded a large amount of archaeological material and are considered significant. Site 18HA155 was centered in the right-of-way and contained 2 large bifaces, 1 projectile point, 6 tools, and 8 utilized flakes as well as a battered cobble and a large amount of lithic debris, all quartzite. Site 18HA157 located immediately adjacent to the right-of-way also yielded a large amount of prehistoric cultural material which consisted of quartzite debitage and included 3 projectile points, 1 broken cobble, and 8 utilized flakes. In addition to the material collected during this survey, the property owner and several local residents possess collections of projectile points and tools from this site.

Recommendations Site 18HA155 which lies directly in the right-of-way is recommended for Phase II testing, if avoidance is impossible, to determine its eligibility to the National Register of Historic Places. Although site 18HA157 is contiguous to the right-of-way, it would be threatened from construction-related activities. Cultural material was found scattered over a 4 acre area; thus, it is probable that this is a multicomponent site which may include a village component based on the types of artifacts found and the size of the site. Because it may be National Register eligible, avoidance is preferred. If impossible, Phase II archeological testing is recommended.

2) **Alternate B, between the points where it deviates from Alternate A:**

Results Four test loci were designated from which four prehistoric sites were located. Site 18HA159 consisted of a prehistoric lithic concentration found in shovel test pits placed in a wooded area within the right-of-way. Cultural material found consisted of retouched flakes of quartz, quartzite, jasper, and rhyolite as well as other lithic debitage.

Recommendations Because of the variety of lithic material and its concentration within a small area, this site should be avoided; otherwise, Phase II archeological testing is recommended to determine extent and site use.

3) **Alternate C, from Glenville Road to Route 22**

Results Four test loci were designated from which one site was located. Site 18HA161 yielded one quartzite tool and several flakes in a field with only 1% visibility for surface collecting.

Recommendations No further work is recommended on this alignment because of the small amount of material found.

303

- 4) **Alternate D, from Route 22 to Route 155**
Results One test locus was designated that yielded no prehistoric or historic sites.
- 5) **Previous survey done by Curry, (Field Report 123:1982) on termini of Alternates A and B.**
Results The easternmost termini of alternates A and B at Bodt Corner which was surveyed by Curry yielded an historic site (18HA149) within the right-of-way. At the westernmost termini at Route 22 and Asbury Road Curry also reports a prehistoric site within the right-of-way.
Recommendations Because the termini of the currently proposed alternates are the same as those surveyed by Curry, his recommendations are still valid. No further work is required on the prehistoric site. However, additional work is recommended on the historic site 18HA149 at Bodt Corner to determine site extent, age, and integrity.

In conclusion, a total of 11 sites (Map 1) were examined as a result of this current survey and Curry's previous survey, 4 of which are recommended for further testing to determine National Register eligibility (Map 2). The sites not recommended for additional work should still be considered sensitive areas, however.

A detail report discussing the above survey is forthcoming. In the meantime, if there are any questions regarding this matter or if I may be of further assistance, please do not hesitate to contact me.

Sincerely,



Hettie Boyce
Archeologist

HB:lw

cc: Rita Suffness
Dennis C. Curry

RESPONSE:

No archeological sites are located within the area of the Selected Alternate on the section of MD 22 from Shamrock Road to east of MD 543.

309



Maryland Historical Trust

October 14, 1986

PROJECT DEVELOPMENT DIVISION
Oct 16 10 00 AM '86

Ms. Cynthia Simpson
Environmental Management
Maryland Dept. of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. H 656-000-471
Maryland Route 22 from
Bel Air to Interstate Route 95
F.A.P. No. RF 902-1 (22)

Dear Ms. ~~Simpson~~ ^{Cynthia}:

Thank you for your letter of September 23, 1986 concerning the above-referenced project.

Our office concurs with 79 of the 80 determinations of effect made by SHA for this project (see attached table). The exception concerns Maryland Route 155 alternate connection C. As we stated in our letter of February 8, 1983, we consider this alternate to have an adverse effect on the NR-eligible site Homelands (HA-139).

As always, your cooperation is appreciated. If you have any questions feel free to contact Al Luckenbach at 757-9000.

Sincerely,

Mark R. Edwards for
J. Rodney Little
Director State Historic
Preservation Officer

JRL/AHL/mmc

Enclosure

CC: Ms. Rita Suffness
Mr. Tim Dugan
Mr. Charles Keenan

	SEGMENT 1,				SEGMENT 2				MD 22/MD 136	
	Four Lane	Five Lane	Southern Bypass Route A	Southern Bypass Route B	Conn. C	MD 155 Connection C 2 C 2 Opt.1 Opt.2		Conn. D	Option 1	Option 2
bbbs House	n.a.e.	n.a.e.	n.e.	n.e.	n.e.	n.e.	n.e.	n.e.	n.e.	n.e.
dor Hall	n.e.	n.e.	"	"	"	"	"	"	"	"
ier House	n.a.e.	n.a.e.	"	"	"	"	"	"	"	"
ys-Heighe	n.e.	n.e.	"	"	"	"	"	"	"	"
bury M.E. Church	"	"	"	"	"	"	"	"	"	"
urchville P. Church	"	"	"	"	n.a.e.	"	"	"	n.a.e.	n.a.e.
melands	"	"	"	"	c.n.a.e.	"	n.a.e.	"	n.e.	n.a.e.
ly Trinity E. Church	"	"	"	n.e.	n.a.e.	n.a.e.	n.a.e.	"	n.e.	n.e.

ADVERSE EFFECT
AS PER LETTER OF
2/8/83

e. - no effect

a.e. - no adverse effect

n.a.e. - conditional no adverse effect

311



Maryland Historical Trust

November 25, 1986

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. H 656-000-461
F.A.P. No. ELIG-1X
MD Route 22
Shamrock Road to I-95 (including
Churchville Bypass)
PDMS No. 123007
Harford County, Maryland

Dear Mr. Ege:

Thank you for sending us a copy of the report on the archeological reconnaissance of the above-referenced project conducted by the Maryland Geological Survey. The report provided detailed and sufficient information necessary to make an informed evaluation of the sites' potential significance, the project's effects to archeological resources, and appropriate recommendations for additional work.

Based upon the material provided in the report, we concur that the following four sites may be potentially eligible for inclusion on the National Register of Historic Places: 18 HA 149 - Bodt Corner site, 18 HA 157 - Buffalo site, 18 HA 155 - Gorrell site, and 18 HA 159 - Tranquil Bench site. We recommend that Phase II archeological investigations of these sites be conducted to conclusively determine their National Register eligibility, if Alternates A or B are chosen which will impact these sites. In addition, the Phase I investigations of Test Loci 4 and 14, where permission was denied, should be completed if Alternates A or B are selected. Based upon the results of the completed Phase I and the Phase II investigations, we will be able to determine whether or not the proposed project will affect National Register eligible archeological resources and make appropriate recommendations concerning mitigation measures, if necessary.

312

Mr. Louis H. Ege, Jr.
November 25, 1986
Page 2

The remaining six sites do not appear to meet the criteria for eligibility on the National Register of Historic Places, due to the sites' natures and paucity of artifacts: 18 HA 150 - Worthington Farm, 18 HA 154 - Green, 18 HA 158 - Gentle Slope, 18 HA 160 - Calvery Road, 18 HA 161 - Harlan, and 18 HA 162 - Cole. Therefore, no additional archeological testing is recommended for these sites.

Please notify this office once the Alternate is selected for this project. If you have any questions or require additional information, please contact Ms. Beth Brown of our staff at (301) 974-4450.

Thank you for your cooperation and assistance.

Sincerely,



Richard B. Hughes
State Administrator of Archeology

RBH/BCB/mmc

cc: Ms. Rita Suffness
Mr. Tyler Bastian
Ms. Hettie Boyce
Mrs. Jane M. Foard
Mr. Charles Keenan



313
RECEIVED
JUN 12 1987

THE WILSON T. BALLARD CO.
BY *[Signature]*

ENVIRONMENTAL SERVICES INC.

Howard R. Erickson, Ph.D.
321-3120

LeRoy I. Pool, M.S.

836-1974
May 24, 1987

100-107-60

Mr. Wilson T. Ballard
The Wilson T. Ballard Company
17 Gwynns Mill Court
Owings Mills, Md. 21117

Re: Agency Wetlands
Review, Md. 22

Dear Mr. Ballard;

On May 20, 1987 ESI conducted a Wetlands Review of the Md. Route 22 project. The following personnel were in attendance:

Mr. Steve Harmon	Corps of Engineers
Mr. Bruce Gray	SHA
Mr. John Winterling	The Wilson T. Ballard Co.
Dr. Howard Erickson	ESI
Mr. Roy Pool	ESI

Jeff Alper (EPA) was invited to attend but stated that representatives of EPA would not be able to participate in the field review. Mike Slattery (DNR Non-Tidal Wetlands) and Diane Eackles (U.S. Fish and Wildlife Service) agreed to participate but later found that a heavy work load intervened. ESI agreed to provide them with revised wetland assessment documents (subject to SHA and WTBCo. approval).

ESI furnished each participant in the field review a wetland table summarizing potential project impacts to wetlands. ESI also provided 1:200 scale maps of all wetlands in or near the project rights of way. The consensus of the participants was that the wetlands identified by ESI and the impacts of the project alignments thereto were accurate. Briefly, the project alignments potentially affect 13 wetlands. The extent of wetland acreage affected by the alignments is summarized below:

Segment 1 - 5 lane = 0.39 acres; 4 lane = 0.32 acres
Segment 2 - Alt. A = 2.74 acres; Alt. B = 3.86 acres;
Alt. D = 1.46 acres
Segment 3 - 0.00 acres

314



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Page 2

Mr. Harmon suggested that the affected acreage of Wetland 8 for Alternate B might be smaller than that listed; ESI agreed to review and revise as required. Mr. Harmon suggested that altering the configuration of stormwater management areas within the wetlands could significantly reduce wetland impacts.

Mr. Harmon requested data re: stream volume of flow at the sites of each crossing to determine if nationwide permits were applicable for the project. The WTB Co. agreed to furnish this data.

Sincerely,

A handwritten signature in cursive script that reads "LeRoy Pool". The signature is written in black ink and is positioned below the word "Sincerely,".

cc: Steve Harmon
Bruce Gray



United States
Department of
Agriculture

Soil
Conservation
Service

10 W. College Terrace
Room 230
Frederick, Maryland 21701

315

November 18

RECEIVED

NOV 20 1985

THE WILSON T. BALLARD CO.
BY J.W.B.

Mr. Kenneth L. Evans
The Wilson T. Ballard Co.
17 Gwynns Mill Court
Owings Mills, MD 21117

Re: Farmland Conversion Impact Rating Form (AD 1006) for: Contract No.
H656-000-471, ES 843-000-471(N), MD-22, Shamrock Rd. to I-95,
P.D.M.S. No. 123007, File: 100-10460

Dear Mr. Evans:

As requested in your letter dated 10/8/85, which transmitted the subject AD-1006's, Mr. Shockley correlated the alternate routes with the soil maps, and I completed the appropriate SCS parts of the form.

For clarification purposes:

1. Percent "Farmland as Defined in FPPA" was taken as percent of the total "Farmable Land in Gov't. Jurisdiction."
2. Part IV.C - percent of Prime and Statewide Important Farmlands to be converted is taken as percent of the total "Farmland Defined in FPPA" acreage figure.
3. Part IV.D - percent of farmland with same or higher relative value is taken as percent of the total "Farmland Defined in FPPA" acreage figure.

If I can be of further assistance, please contact me at 301-694-6822 in Frederick, Maryland.

Sincerely,

Carl E. Robinette

CARL E. ROBINETTE
Area Soil Scientist

Enclosures

cc:

Mr. Michael Shockley, District Conservationist, SCS, Bel Air, MD



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

V-246

3/6

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request October 8, 1985	
Name Of Project MARYLAND ROUTE 22		Federal Agency Involved FEDERAL HIGHWAY ADMINISTRATION	
Proposed Land Use HIGHWAY		County And State HARFORD, MARYLAND	
PART II (To be completed by SCS)		Date Request Received By SCS 10/11/85	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated: None Average Farm Size: 160
Major Crop(s) Corn, Small Grains, Soybeans, Hay	Farmable Land In Govt. Jurisdiction Acres: 151,300 % 62.0	Amount Of Farmland As Defined in FPPA Acres: 128,100 % 84.7	
Name Of Land Evaluation System Used Harford Co. Land Evaluation Sys.	Name Of Local Site Assessment System Use FPPA Systems	Date Land Evaluation Returned By SCS November 18, 1985	
PART III (To be completed by Federal Agency)		Alternative Site Rating	
		Site A	Site B
		Site C	Site D
A. Total Acres To Be Converted Directly		9.65	7.74
B. Total Acres To Be Converted Indirectly		N/A	N/A
C. Total Acres In Site		817.87	817.87
PART IV (To be completed by SCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		4.2	3.6
B. Total Acres Statewide And Local Important Farmland		1.9	1.9
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.005	0.004
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		68.5	68.5
PART V (To be completed by SCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		88	87
PART VI (To be completed by Federal Agency)			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(h))		Maximum Points	
1. Area In Nonurban Use	15	5	5
2. Perimeter In Nonurban Use	10	2	2
3. Percent Of Site Being Farmed	20	0	0
4. Protection Provided By State And Local Government	20	0	0
5. Distance From Urban Builtup Area	15	3	3
6. Distance To Urban Support Services	15	5	5
7. Size Of Present Farm Unit Compared To Average	10	3	3
8. Creation Of Nonfarmable Farmland	10	0	0
9. Availability Of Farm Support Services	5	5	5
10. On-Farm Investments	20	20	20
11. Effects Of Conversion On Farm Support Services	10	0	0
12. Compatibility With Existing Agricultural Use	10	2	2
TOTAL SITE ASSESSMENT POINTS	160	45	45
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)	100	65	57
Total Site Assessment (From Part VI above or a local site assessment)	160	45	45
TOTAL POINTS (Total of above 2 lines)	260	133	132
Site Selected: Hybrid Alternate		Date Of Selection	
		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	

Reason For Selection:

A combination of the 4-Lane Divided and the 5-Lane Undivided Alternates along the existing road has been selected for the section of MD 22 from Bel Air to MD 543. East of MD 543, the decisions on a build alternate has been deferred pending further analysis.