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FHWA-MO-EIS-84-01-D

2

MD43

TITLE PAGE

3

Review Comments  
Draft Environmental Impact Statement  
Maryland Route 43 Extended, Baltimore County, Maryland  
FHWA-MD-EIS-84-01-D

Specific Comments

Access approval has been granted

1. Figures II-7, II-11 - Both Alternate 3 and the State's preferred Alternate 4 modified provide for a left-off ramp from I-695 to Maryland Route 43 Extended. We discourage left-hand-off ramps because they violate driver expectancy and cause operational and safety problems. In this particular case, there is a strong possibility of a weaving problem because of the proximity of the Harford Road interchange. We recommend that the State look at providing a conventional off-ramp to Route 43. This should be looked at at the environmental stage because a design change could have environmental consequences.

2. Page II-28 - Since it is concluded that there are visually sensitive areas along part of the proposed project in which special attention must be given, the visual resources should be identified and the impacts of the project on those resources should be discussed. *identify housing develop + would*  
*commitment, screening*

3. Page IV-1 - The final environmental impact statement (EIS) should include an expanded discussion on housing which is available within the project area.  Is the available housing within the economic means of the displaced? Additional information concerning displaced businesses should also be included: type and size of businesses, number of employees, etc. *give Bill*  
*copy of DP/F*

4. Page IV-21-Paragraph 3, 2nd sentence - This sentence, regarding efforts to recreate equal lengths of stream channel is not consistent with proposed stream modification lengths on page IV-20. All modifications to Whitemarsh Run would be replaced by new channels with shorter lengths. Given that many soils in the study area are highly erodible and Whitemarsh Run is classified as a recreational trout fishery, special attention should be given to describing intended mitigation measures. *OK we will try to replace in same length.*

5. Page IV-65-66 - The impacts of the U.S. Route 1 Avoidance Alternative might not be as severe as implied. The possibility of adjusting median widths to minimize right-of-way takings should be addressed. In this way it may be possible to reduce impacts to St. Joseph's Church and to minimize the curve on U.S. 1. *- needs affect later*

6. The issue of energy needs to be discussed as outlined in the FHWA Technical Advisory T6640.8.

7. Page III-13, last paragraph - The status of "proposed Fullerton Reservoir" and any project impacts to this site should be clarified since the reservoir appears on some of the base maps and may be a source of confusion.

General Comments

1. The final EIS should mention the Corps of Engineers as a cooperating agency since a Section 404 permit is required. The cooperating agency should be indicated on the title page of the EIS.

220  
1120  
2010

include in  
EIS  
p IV 12

see p IV 28

what type  
of species  
in stream.

own  
by City of  
Beth.

- 2. Since this project qualifies as a major facility with Maryland's Coastal Zone, the final EIS should document coordination with the State Coastal Zone Management Agency. A consistency determination should be included.
- 3. The relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity should be covered in the EIS, as should any irreversible and irretrievable commitment of resources. These two items are a requirement of the National Environmental Policy Act and the Council on Environmental Quality regulations (40 CFR 1502.16).



outside the area of focus  
 & fact - consistency the project is not in

5

Region 3 Comments  
Maryland Route 43 & US-1  
Baltimore County  
FHWA-MD-EIS-84-01-D

Major Comments

1. There appears to be feasible and prudent alternatives to the use of land from the Section 4(f) sites and serious consideration must be given to the avoidance of these sites in the selection of the alternative for the FEIS.
2. In avoiding the Waldman House, the grades for two driveway entrances to the St. Joseph's Church property were increased (IV-66). With the limited sight distance along US-1 even with the proposed profile revision, the steeping of the grades should be carefully examined and coordinated with Church officials since they are used by school buses.
3. In avoiding the Waldman House Site, the FEIS should address that the historical significance is not impaired by the selected alternative and address condition if the House is removed by others that the design would be revised and a Section 4(f) Evaluation would not be required.

Delegation of FEIS approval to the Division Administrator will be given separately if received from Washington Office.

Minor Comments

1. Recommend listing the cooperating agencies and the applicable United States Code references on the cover sheet of the FEIS.
2. The floodplain discussion in the FEIS for the Selected Alternative must address the criteria in FHPM 6-7-3-2 and the need for a floodplain finding.
3. The studied alternatives required several stream relocations. The lengths of stream relocation in Table IV-2 for Alternates 4 MOD and 3B does not agree with the text and should be corrected. The aquatic habitat discussion should describe species in these stream and the potential impacts to the species.
4. The FEIS may want to clarify if or when the City of Baltimore plans to develop a reservoir in the open space identified Fullerton Reservoir.
5. The heading "Permits Required" in the Summary Section should be changed to "Other Federal/State Actions Required" to be more consistent with the Technical Advisory.

7/5/84 U

Region 3 Comments  
Maryland Route 43 & US-1  
Baltimore County  
FHWA-MD-EIS-84-01-D

Major Comments

1. There appears to be feasible and prudent alternatives to the use of land from the Section 4(f) sites and serious consideration must be given to the avoidance of these sites in the selection of the alternative for the FEIS.
2. In avoiding the Waldman House, the grades for two driveway entrances to the St. Joseph's Church property were increased (IV-66). With the limited sight distance along US-1 even with the proposed profile revision, the steeping of the grades should be carefully examined and coordinated with Church officials since they are used by school buses. *See also Specific Comments #5*
3. In avoiding the Waldman House Site, the FEIS should address that the historical significance is not impaired by the selected alternative and address condition if the House is removed by others that the design would be revised and a Section 4(f) Evaluation would not be required. (V)

Delegation of FEIS approval to the Division Administrator will be given separately if received from Washington Office.

Minor Comments

1. Recommend listing the cooperating agencies and the applicable United States Code references on the cover sheet of the FEIS. *See also Specific Comments #1*
2. The floodplain discussion in the FEIS for the Selected Alternative must address the criteria in FHPM 6-7-3-2 and the need for a floodplain finding. *See standard blurb: ICC*
3. The studied alternatives required several stream relocations. The lengths of stream relocation in Table IV-2 for Alternates 4 MOD and 3B does not agree with the text and should be corrected. The aquatic habitat discussion should describe species in these stream and the potential impacts to the species.
4. The FEIS may want to clarify if or when the City of Baltimore plans to develop a reservoir in the open space identified Fullerton Reservoir.
5. The heading "Permits Required" in the Summary Section should be changed to "Other Federal/State Actions Required" to be more consistent with the Technical Advisory.

7

Review Comments  
 Draft Environmental Impact Statement  
 Maryland Route 43 Extended, Baltimore County, Maryland  
 FHWA-MD-EIS-84-01-D

Specific Comments

1. Figures II-7, II-11 - Both Alternate 3 and the State's preferred Alternate 4 modified provide for a left-off ramp from I-695 to Maryland Route 43 Extended. We discourage left-hand-off ramps because they violate driver expectancy and cause operational and safety problems. In this particular case, there is a strong possibility of a weaving problem because of the proximity of the Harford Road interchange. We recommend that the State look at providing a conventional off-ramp to Route 43. This should be looked at at the environmental stage because a design change could have environmental consequences.

*See how immediately*

2. Page II-28 - Since it is concluded that there are visually sensitive areas along part of the proposed project in which special attention must be given, the visual resources should be identified and the impacts of the project on those resources should be discussed. *Have lowered grades housing developments shielded by woods* *Be I-695 + U.S. 1*

3. Page IV-1 - The final environmental impact statement (EIS) should include an expanded discussion on housing which is available within the project area. *Is the available housing within the economic means of the displaced?* Additional information concerning displaced businesses should also be included: type and size of businesses, number of employees, etc. *Reloc DP-1 form should have this info*

*Relocation Report*

4. Page IV-21-Paragraph 3, 2nd sentence - This sentence, regarding 'efforts to recreate equal lengths' of stream channel is not consistent with proposed stream modification lengths on page IV-20. All modifications to Whitemarsh Run would be replaced by new channels with shorter lengths. Given that many soils in the study area are highly erodible and Whitemarsh Run is classified as a recreational trout fishery, special attention should be given to describing intended mitigation measures.

*Make sure numbers add up. Delete names of aquatic species. Make Table on p. IV-25 compatible w/ link*

5. Page IV-65-66 - The impacts of the U.S. Route 1 Avoidance Alternative might not be as severe as implied. The possibility of adjusting median widths to minimize right-of-way takings should be addressed. In this way it may be possible to reduce impacts to St. Joseph's Church and to minimize the curve on U.S. 1. *- no ... DP-1*

*Need 'no adverse effect' from MHT*

6. The issue of energy needs to be discussed as outlined in the FHWA Technical Advisory T6640.8. *... improved circulation of traffic*

*See ICC DEIS*

7. Page III-13, last paragraph - The status of "proposed Fullerton Reservoir" and any project impacts to this site should be clarified since the reservoir appears on some of the base maps and may be a source of confusion.

*See Ron Moon owned by ... for what purpose?*

General Comments

1. The final EIS should mention the Corps of Engineers as a cooperating agency since a Section 404 permit is required. The cooperating agency should be indicated on the title page of the EIS.

*Discuss w/ Lou ... gen'l letter ... be cooperating agency*

8

# NATIONAL CAPITAL PLANNING COMMISSION

COMMISSION  
MEMBERS

May 22, 1984

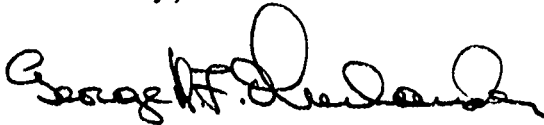
Mr. William F. Schneider, Jr.  
Chief, Bureau of Project Planning  
State Highway Administration  
Room 310  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Schneider:

The Commission staff has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for the proposed extension of Maryland Route 43 (Whitemarsh Boulevard) and improvements to U.S. Route 1 (Belair Road) in Baltimore County, Maryland and has no comment on the document.

You should be advised that both these projects are outside the Commission's area of jurisdiction, the National Capital Region (NCR). For purposes of information, the NCR includes the District of Columbia; Montgomery and Prince George's Counties in Maryland; and Arlington, Fairfax, Loudoun and Prince William Counties in Virginia.

Sincerely,



George H.F. Oberlander  
Acting Executive Director

EXECUTIVE DIRECTOR  
Reginald W. Griffin





**Maryland Department of Transportation**

State Highway Administration

Lowell K. Bridwell  
Secretary

Hal Kassoff  
Acting Administrator

9

May 28, 1984

M E M O R A N D U M

TO: Mr. William F. Schneider, Jr., Chief  
Bureau of Project Planning

FROM: John D. Bruck, Assistant Bureau Chief  
Bureau of Highway Planning  
and Program Development

SUBJECT: MD 43 extended DEIS

We have reviewed the MD 43 DEIS and offer the following comments.

Page IX: Table S-1 is upsidedown.

Page 1-6, 2nd and 3rd paragraphs: Eliminate the words "intolerable" and "tolerable" because they are too subjective a description. I suggest describing the condition, e.g.; "the motorist must wait for 2 cycles of the signal before proceeding through it or the motorist must wait for 2 minutes at the signal, etc."

Page 1-8, 2nd paragraph: "1982-1984 TIP" is now the 1984-1986 TIP.

Page 1-8, 3rd paragraph: "Draft Consolidated Transportation Plan" is not a draft; therefore eliminate "Draft" in the title.

Page II-22, 1st paragraph: The second sentence seems unclear. Are you describing a right turn deceleration lane on eastbound Joppa Road or do you intend to say a left turn lane would be provided on westbound Joppa Road?

Figure III-1: Allow larger margin for binding because the legend under binding cannot be read.

Page III-3, Table III-1: The Election District # 11 Census Tracts for White Marsh and Perry Hall do not match the Census tract numbers on Figure III-1.

Page III-17, 3rd paragraph: Baltimore County is planning a ridesharing facility at Harford Road and Jomat Avenue (250+ spaces).

LISA

659-1127

My telephone number is \_\_\_\_\_

Mr. William F. Schneider, Jr.

10

Page Two

Page VI-34: Table 1 is upsidedown.

Page IV-36: Table 2 is upsidedown.

Page VI-34: The page number is incorrect. It should be Page  
IV-34.

JDB/jp

cc: Mr. J. L. White



# Federal Emergency Management Agency

Region III 6th & Walnut Streets Philadelphia, Pennsylvania 19106

*Low  
Maur  
Helwig  
EM* 11

June 22, 1984

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

RE: Draft Environmental  
Impact Statement  
Maryland Route 43 Extended  
FHWA-MD-EIS-84-01-D

Dear Mr. Schneider:

We have reviewed the above-referenced document and found no need to comment.

Sincerely,

Walter P. Pierson  
Chief  
Natural and Technological  
Hazards Division



United States  
Department of  
Agriculture

Forest  
Service

Northeastern Area  
State & Private  
Forestry

370 Reed Road  
Broomall, PA 19008

Lo  
No 12

RECEIVED

JUL 2 1984

Reply to: 1950

Date: June 25, 1984

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen  
Acting Director  
Office of Planning and  
Preliminary Engineering  
Maryland Department of Transportation  
707 North Calvert Street  
Baltimore, Maryland 21203

Dear Mr. Pedersen:

We have reviewed the Draft Environmental Impact Statement, Section 4(f)  
Evaluation of the Maryland 43 Extended and U.S. Route 1 (Belair) Improvements  
and have no comments.

Sincerely,

*Michael J. Green*

DUANE L. GREEN  
Deputy Director





**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Services Division  
Habitat Protection Branch  
14 Elm Street  
Gloucester, Massachusetts 01930-3799

13  
17/10/84  
B...

JUN 11 1984

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

Dear Mr. Schneider:

We have reviewed the Draft Environmental Impact Statement entitled "Maryland Route 43 Extended (Whitemarsh Boulevard) from west of U.S. Route 1 to Interstate Route 95 and U.S. Route 1 (Belair Road) Improvements from Interstate Route 695 to north of Silver Spring Road in Baltimore County, Maryland. Construction of these highway improvements will involve rechannelizing portions of Whitemarsh Run above U.S. Route 40. The area below U.S. Route 40 serves as a spawning area for white and yellow perch, alewife and blueback herring. However, the culvert at U.S. Route 40 prevents any passage of these anadromous fish beyond this point.

Provided adequate sediment control measures are taken, the project should not significantly impact resources for which the National Marine Fisheries Service is responsible.

Sincerely,

Bruce E. Higgins  
Acting Branch Chief





14  
**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
Washington, O.C. 20230

OFFICE OF THE ADMINISTRATOR

*Milvick*  
*EJC*

July 5, 1984

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

Dear Mr. Schneider:

This is in reference to your draft environmental impact statement for the proposed Maryland Route 43 Extended (Whitemarsh Boulevard) from west of U.S. Route 1 to Interstate Route 95 and U.S. Route 1 (Belair Road) improvements from Interstate Route 695 to north of Silver Spring Road in Baltimore County, Maryland. Enclosed are comments from the National Oceanic and Atmospheric Administration.

We hope our comments will assist you. Thank you for giving us an opportunity to review the document. We would appreciate receiving two copies of the final environmental impact statement.

Sincerely,

*Joyce M. Wood*  
Joyce M. Wood  
Chief, Ecology and  
Conservation Division

Enclosure

DC:das





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION III

6TH AND WALNUT STREETS  
PHILADELPHIA, PENNSYLVANIA 19106

JUL 5 1984

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

Re: Maryland Route 43 Extended (Whitemarsh Blvd) and  
U.S. Route 1 Impoundments (Belair Road), Baltimore  
County, MD (D-FHW-D40197-MD)

Dear Mr. Schneider:

We have reviewed the draft Environmental Impact Statement for the above proposed project and have classified it as ER-2 in EPA's Reference Category. We have enclosed a copy of the Definition of Codes for the General Nature of EPA Comments to provide a more detailed description of this rating. Also, in accordance with our responsibilities under Section 309 of the Clean Air Act to inform the public of EPA views on the potential environmental effects of Federally assisted actions, this rating will be published in the Federal Register. Our concerns are presented below.

1. The noise analysis gave an adequate indication of noise impacts that can be expected to result from operation of the facility. However, the EIS was not completely adequate in its discussion of the potential abatement measures for these impacts.

At several sites where impacts were shown to be significant, barriers were also shown to be physically effective (sites 9, 21, 25, and 26 with alternative 4 modified for example). However, these barriers were not determined to be cost effective due to the low number of receptors protected. While we recognize that a cost/benefit determination must be made, we do not understand how FHWA or the Maryland State Highway Administration make this decision. It would assist us in undertaking our future reviews if the final EIS would discuss at what dollar figure a barrier is considered cost-effective and the rationale behind this determination.

Furthermore, since the need for attenuation has been adequately shown, and since it is feasible to provide uninterrupted protection at some sites, the final EIS should consider landscaping and/or plantings to control noise at the appropriate receptor sites. This may prove to be cost effective at sites 9, 21, 25, and 26; and may also be physically effective at sites previously considered too far from the roadway for effective attenuation, such as sites 20A, 20B, 21 (Alts 3, 3A, 3B, and 3B modified), and 22.

Low  
Noise  
Habitat  
EM

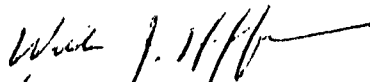
15

16

2. We support the stormwater and erosion controls as discussed. However, more data (water quality, benthics, fish population, etc.) in the channel segments to be relocated should be provided in the final EIS. The draft EIS states that the channelized areas are currently designated as Class IV water (recreational trout). Therefore, if water quality in these streams is good, appropriate mitigation must be provided to assist in the stream's recovery. Appropriate mitigation would include shading, riffle: pool areas, and a substrate which would support the development of a fishery. Additional appropriate mitigation measures should be developed and presented in the final EIS.

We hope these comments assist you in meeting your NEPA responsibilities. If you have any questions, or if we can be of further assistance, please contact Mr. William J. Hoffman of my staff at 215-597-7828.

Sincerely,



John R. Pomponio, Chief  
Environmental Impact and  
Marine Policy Branch





# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

JUL 17 1984

ER 84/640

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

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-43 Extended** (Whitemarsh Boulevard from US-1 to I-95) and US-1 (Belair Road from I-695 to Silver Spring Road), Baltimore County, Maryland.

## SECTION 4(f) STATEMENT COMMENTS

We concur that the preferred Alternate 4 Modified for SR-43 Extended is a feasible and prudent alternative to the use of land from Belmont Park. In addition, we are also willing to concur that there are no feasible and prudent alternatives to either of the US-1 Build Options to avoid use of the Waldman House.

With regard to the second proviso, in the case of the Waldman House, we recommend investigation of the possibility of moving the structure to another location on its present lot. Should this prove to be not prudent, the Waldman House should be documented in accord with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716; September 29, 1983) before demolition.

## ENVIRONMENTAL STATEMENT COMMENTS

We take exception to the statement on page IV-24 that impacts to aquatic life will be reduced to negligible levels. Since all build alternatives are adjacent to White Marsh Run, impacts will be much greater than for a simple crossing. Even with the best of sediment controls in place and maintained, heavy siltation of White Marsh Run is probable.

Stormwater management and sediment control plans should be developed and discussed in the final statement. Additional right-of-way needed for this could be taken from lands lying between the proposed highway and White Marsh Run, which would also be beneficial to aquatic resources by reducing development pressures adjacent to the flood plain.

**FISH AND WILDLIFE COORDINATION ACT COMMENTS**

The statement recognizes other interrelated Federal actions associated with this project such as the issuance by the Corps of Engineers of a permit for the conduct of dredge and fill activities. Since the statement evaluates the impacts of the interrelated Federal action(s), we will use this opportunity to provide the Fish and Wildlife Service's (FWS) preliminary comments, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.).


Previous coordination with the FWS on this project indicated that stream channelization had been eliminated. However, we note that all alternatives involve channelization with the exception of Alternative 3A. The FWS believes that, with further coordination and site review, the extent of stream channelization could be substantially reduced. The FWS is also concerned about the stormwater management and sediment control plans and other mitigation features that will be incorporated into the project. We recommend further coordination on this project with the FWS and inclusion of the results of such coordination in the final statement. Please contact the Field Supervisor, Fish and Wildlife Service, Division of Ecological Services, 1825 Virginia Street, Annapolis, Maryland 21401 (telephone: FTS 922-2007, commercial 301/269-5448).

**SUMMARY COMMENTS**

The Department of the Interior has no objection to Section 4(f) approval of this project, provided the measures to minimize harm discussed above are included in project plans and documented in the final statement.

We appreciate the opportunity to provide these comments.

Sincerely,

  
Bruce Blanchard, Director  
Environmental Project Review

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

Mr. J. Rodney Little  
MD State Historic Preservation Officer  
John Shaw House  
21 State Circle  
Annapolis, MD 21401



U.S. Department of Housing and Urban Development  
Philadelphia Regional Office, Region III  
Curtis Building  
6th & Walnut Streets  
Philadelphia, Pennsylvania 19106

19

Lou  
Mou  
Helwig  
EM

JUN 25 1984

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

Dear Mr. Schneider:

We have completed our review of the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for Maryland Route 43 Extended and U.S. Route 1 Improvements from I-695 to north of Silver Spring Road in Baltimore County. In general, we consider the document to be well prepared although we do have a number of comments, as follows:

1. On page I-1, reference is made to projections indicating population increases to be experienced between 1980 and 2010. We suggest that the source of these projections be identified in the Statement.
2. While the Statement notes that all four build alternatives would encroach upon the 100 year floodplain of Whitemarsh Run and its tributaries, there is no reference to compliance with Executive Order 11988. We recommend that evidence of such compliance be included in the Final EIS.
3. In order to enhance understanding of the setting for the various alternatives, we recommend that, in addition to including the map of Future Land Use on page III-15, a map of existing zoning be included as well.
4. The assessment of noise impacts is thoroughly done. Unfortunately, we feel its value is limited by focusing only on selected noise sensitive locations. We feel that noise impacts would be better presented if, in addition to the specific receptor information presented, L 10 contours were also included at a scale of 1"=200' along the proposed alignment of each build alternative.

We appreciate being given the opportunity to comment and look forward to receiving the Final EIS when it is completed.

Sincerely,

*Francis X. Idealy*  
for Kenneth J. Finlayson  
Regional Administrator



CC: Mr. L. Ege - For Follow through Action. 20

MARYLAND

7/11/84 NJP

DEPARTMENT OF STATE PLANNING

301 W. PRESTON STREET  
BALTIMORE, MARYLAND 21201-2365

HARRY HUGHES  
GOVERNOR

CONSTANCE LIEDER  
SECRETARY

RECEIVED

July 5, 1984

Low  
Mou.  
Hel...

Mr. Neil J. Pedersen  
Acting Director  
Office of Planning and  
Preliminary Engineering  
MD. Dept. of Transportation  
P.O. Box 717  
707 North Calvert Street  
Baltimore, MD 21203

JUL 9 1984

DIRECTOR, OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

SUBJECT: REVIEW AND RECOMMENDATION

State Identification Number: MD 84-5-622

Applicant: State Highway Administration

Description: Draft EIS - Md. Rte. 43 Extended - Whitmarsh Boulevard  
- West of U.S. Rte. 1 to I-95 and U.S. Rte. 1 from  
1-695 to North of Silver Spring Road  
-- Contract #B 818-151-471

Location: Baltimore County

Approving Authority: U.S Dept. of Transportation

CFDA Number: 20.205

Recommendation: Endorsement with Comments

Dear Mr. Pedersen:

The State Clearinghouse has coordinated the intergovernmental review of the referenced subject. Acting under Article 88C of the Annotated Code of Maryland and Code of Maryland Regulations 16.02.03, the State Clearinghouse received the following comments:

Regional Planning Council, Department of Education, Department of Public Safety and Correctional Services, Department of Budget and Fiscal Planning, Department of General Services, Department of Economic and Community Development including their Maryland Historical Trust section, Department of Natural Resources, Department of Health and Mental Hygiene's Office of Planning and Office of Environmental Programs, and the Department of State Planning stated that the subject is consistent with their plans, programs and objectives as of this date.

The Historical Trust also noted (copy attached) that they support Alternative 4 Modified and that they should be further consulted if an alternative is selected which would adversely affect the Waldman House historical property.

The Environmental Office requests that the final design plans be submitted to their office.

TELEPHONE: 301-383-7875  
OFFICE OF STATE CLEARINGHOUSE

Mr. Neil J. Pedersen  
Page 2  
July 5, 1984

21

The Natural Resources Department presented detailed comments (copy attached) on the draft EIS and noted that the proposed project encroaches within the 100-year floodplain of Whitemarsh Run. Therefore, the project will need to obtain several Waterway Construction Permits from their agency. Alternative 3A and the 7-lane improvement of U.S. Route 1 appears to minimize the environmental impact associated with the project.

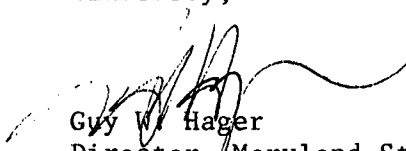
As a result of the review, it has been determined that the subject is consistent with Maryland plans, programs, and objectives as of this date. The State process recommendation is endorsement subject to the condition that the referenced comments are properly considered and addressed in the final EIS.

In accordance with established procedures, a copy of this letter and a statement of the consideration which you have given to the comments must be included in the final EIS.

The State Clearinghouse should be kept informed of any decisions made with regard to this subject. 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,



Guy W. Hager  
Director, Maryland State Clearinghouse  
for Intergovernmental Assistance

GWH/cw

Attachments

- cc: Diane Moll
- Wilson Horst (84-135)
- Bruce Gilmore
- Clyde Pyers
- Lowell Frederick
- Max Eisenberg
- Betsy Barnard
- Fred Licktcig
- Eric Walbeck
- John O'Neill
- Calvin Buford
- Scrib Sheafor



Maryland Historical Trust

June 8, 1984

Mr. Lou Ege, Jr., Chief  
Environmental Management  
State Highway Administration  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203

RE: State Clearinghouse No. 84-5-622  
FHWA Number: FHWA-MD-EIS-84-01-D  
Maryland Route 43 Extended and  
U.S. Route 1 Improvements

Dear Mr. Ege:

Through the State Clearinghouse, we have received a copy of the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the extension of Maryland Route 43 from west of U.S. Route 1 to Interstate 95 and for the improvements to U.S. Route 1 from Interstate 695 to north of Silver Spring Road in Baltimore County, Maryland.

We agree with the findings of the DEIS/4(f) that potential adverse effect to the Waldman House exists from all proposed U.S. Rt.1 and MD.Rt. 43 build alternates except the preferred MD. 43 Alternate 4 Modified. We, therefore, support selection of MD. 43 Alternate 4 Modified. If another alternate is selected instead of or in addition to Alternate 4 Modified, further consultation with our office will be necessary to eliminate or mitigate adverse effect.

In regards to archeological resources, we concur that the project will have no effect on such resources; therefore, no archeological investigations are necessary.

If you have any questions, please call Kim Kimlin at 269-2438.

Sincerely,  
*George J. Andreve*  
George J. Andreve  
Environmental Review  
Administrator

GJA/KEK/BCB/mbh  
cc: Mr. Charles L. Wagandt  
Mr. W. Boulton Kelly  
Mr. Sam Baker  
Mr. Lowell Frederick

Date: June 29, 1984

DEPT. OF STATE PLANNING  
RECEIVED

JUL -3 1984

Director  
Maryland State Clearinghouse  
for Intergovernmental Assistance  
301 West Preston Street,  
Baltimore, MD 21201-2365

SUBJECT: REVIEW COMMENT AND RECOMMENDATION

State Identification Number: MD 84-5-622

Applicant: Baltimore County

Description: DEIS (B818-151-471) Md. Rt. 43 Extended-W. of U.S. 1 to I-95; U.S. 1-I-695 to Silver Spring Road

Responses must be returned to the State Clearinghouse on or before June 21, 1984.

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 (and when applicable, with the Coastal Zone Management Program and Historic Preservation Standards).
- 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: \_\_\_\_\_  
\_\_\_\_\_

(Additional comments may be placed on the back or on separate sheets of paper)

Signature: Diane G. Moll

Name: Diane G. Moll

Organization: Water Resources Administration

Address: Tawes State Office Bldg. D-2  
Annapolis, Md. 21401

TORREY C. BROWN, M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY



24  
JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

June 28, 1984

MEMORANDUM

TO: Diane Moll

FROM: C. Kirk Cover *CKC*

SUBJ: State Clearinghouse No. MD 84-5-622  
MDOT - State Highway Administration  
DEIS (B-818-151-471) MD 43 Extended - W. of US 1 to I-95; US Rt. 1 -  
I-695 to Silver Spring Road in Baltimore County

The above referenced Clearinghouse project (Draft Environmental Impact Statement) has received necessary review relative to COMAR 08.05.03.01 to 08.05.03.11. The following are the results of our review:

1. The proposed extension of MD 43 will include several encroachments within the 100-year floodplain limits of Whitemarsh Run and its tributaries, several stream crossings and a significant relocation of stream channel at different locations.
2. The proposed improvements on US Rt. 1 will also involve activities within the limits of the 100-year floodplain, such as floodplain encroachments and extension of existing culverts.

Therefore, the subject project requires several Waterway Construction Permits from this office. Furthermore, the aforementioned DEIS was routed through different Agencies of DNR and the following is a summary of their comments:

1. The Maryland Forest, Park and Wildlife Service has no record of any critical or unique wildlife habitats in the project area. The preferred alternative will not impact the area any more significantly than the other build alternate investigated.

(301) 269-2265

Telephone: \_\_\_\_\_

TTY FOR DEAF-BALTIMORE 269-2609 WASHINGTON METRO 565-0450



Diane Mill  
June 28, 1984  
Page Two

25

2. The Capital Programs Administration has reviewed the subject project and stated that they found the project not inconsistent with the plans, programs, or objectives of their Agency.
3. The DEIS document addressed coordination with the U. S. Fish and Wildlife Service and the Maryland Wildlife Administration concerning rare and endangered species. The Heritage Program agrees with the determination that no rare species are known to occur within the said project area. Review of future EIS's would be considerably expedited if the documents would include an assessment of improvement in traffic service and safety in their summary. Table S-1 gives the pertinent socio-economic and environmental impacts for each alternative but does not indicate how well each would effect traffic flows.

Based on the strict information contained in Table S-1 and Section IV, a selection of MD 43 Extended Alternate 3A and the 7 Lane Improvement of US Route 1 minimizes environmental impact.

The comments from the Wetlands Division of WRA and the Tidewater Administration, along with comments from the Erosion and Stormwater Management Divisions, are enclosed.

CKC:das

Enclosures

TORREY C. BROWN, M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY



26  
JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

June 28, 1984

MEMORANDUM

TO: M. Q. Taherian, Project Engineer  
Watershed Permits Division

FROM: Paul F. Clement, <sup>PFC</sup> Water Resources Engineer

THRU: H. Earl Shaver, Chief  
Sediment and Stormwater Division

SUBJ: Clearinghouse No. MD 85050622  
DEIS (B-818-151-471) MD 43 Extended - West of US 1 to I-95;  
US 1/I-695 to Silver Spring Road in Baltimore County

The Draft Environmental Impact Statement has been reviewed by the Sediment and Stormwater Division. As a result of that review, the Division has the following comments:

I. In regards to Sediment Control:

- a. The soils in the area are, for the most part, highly erodible. For Alternate 3, 3A, 3B, and 3B MODIFIED the soils encountered are essentially the same. Alternate 3A would have the least impact since it disrupts the least amount of soil. Alternate 3B and Alternate 3B MODIFIED have greater impact since they disrupt larger areas of soil and also disrupt larger areas of alluvial soils, which are highly erosive. Alternate 3 would have even larger impacts since larger areas would be disturbed.
- b. Alternate 4 MODIFIED would have the greatest impacts in respect to erosion and sediment control. There is a greater amount of earth disturbed, there are more erodible soils encountered, there is a greater potential for

Telephone: (301) 269-2265

TTY FOR DEAF-BALTIMORE 269-2609 WASHINGTON METRO 565-0450

erosion since the existing topography is steeper, and there is a greater potential for sedimentation due to the nearness of the project to existing waterways.

- c. Alternates for the six and seven lane build alternates for US 1 are very similar. The seven lane alternate has a greater potential for problems since it involves larger areas of disturbance. Again, the soils are highly erodible, particularly in the vicinity of Whitemarsh Run.
- d. On page IV-19 of the document, it is stated that "... with application of available erosion control technology no significant impact to surface water quality is generally anticipated." Nowhere in the document have the impacts of erosion and sediment control been investigated. Generally, the best sediment control would still allow 30% of sediments to leave the site. These 30% of sediments may have a significant impact to surface water quality for the Whitemarsh Run and its tributaries. It would be appreciated if the statement could be substantiated by the SHA.

II. In regards to Stormwater Management there are potentially more areas for infiltration with Alternates 3, 3A, 3B, and 3B MODIFIED than with Alternate 4 MODIFIED. This is based on the larger percentage amounts of type A and type B soils encountered by the first four alternates. Alternate 4 MODIFIED would also have greater impacts to water quality and quantity since it involves larger areas of disturbance.

PFC:das



RECEIVED 28

JUN 12 1984

DEPARTMENT OF NATURAL RESOURCES  
Maryland Forest, Park & Wildlife Service

MD. ENERGY POINT

TORREY C. BROWN, M.D.  
SECRETARY

TAWES OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

DONALD E. MacLAUCHLAN  
DIRECTOR

MEMORANDUM

TO: Gene Gopenko  
Water Resources Administration

FROM: Carlo R. Brunori *CRB*  
Chief, Technical Services Division

SUBJ: DEIS Statement 4 (f) Evaluation, MD Rt. 43  
Extended and US Rt. 1 Improvements

DATE: June 7, 1984

We have reviewed the 4 (f) statement. We have no record of any critical or unique wildlife habitats in the project area. The preferred alternate will not impact the area any more significantly than the other build alternate investigated.

Thank you for the opportunity to review the proposal.

CRB:dec

Telephone \_\_\_\_\_ Ext. 3195

TTY FOR DEAF: STATEWIDE 1-800-492-5062; BALTIMORE 269-2609

29



TORREY C. BROWN, M.D.  
SECRETARY  
LOUIS N. PHIPPS, JR.  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**CAPITAL PROGRAMS ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW  
ASSISTANT SECRETARY  
FOR CAPITAL PROGRAMS

June 11, 1984

MEMORANDUM

TO: Gene Gopenko  
FROM: Pat Bright  
SUBJECT: Draft E.I.S. (f) [Signature]  
Route 43/Rt. 1 to 95, Rt. 1/695

The subject project has been reviewed and we find that it is not inconsistent with the plans, programs, or objectives of this Agency.

This EIS documents coordination with the U.S. Fish and Wildlife Service and the Maryland Wildlife Administration concerning rare and endangered species. The Heritage Program agrees with their determination that no rare species are known to occur within this project area. Basically, there are no comments on this project. Review of future EIS's would be considerably expedited if SHA would include an assessment of improvement in traffic service and safety in their Summary. Table S-1 gives the pertinent socio-economic and environmental impacts for each alternative but does not indicate how well each would affect traffic flow.

This would be especially useful since it would take a great deal of time to figure out the text discussion in Part IV. Based strictly on the information contained in Table S-1 and one read-through of Section IV, a selection of MD Route 43 Extended Alternate 3A and the 7 lane improvement of U.S. Route 1, would be recommended since they minimize environmental impact and cost.

PJB:jtd

Telephone \_\_\_\_\_ Ext 2002

TORREY C. BROWN, M.D.  
SECRETARY

JOHN R. GRIFFIN  
DEPUTY SECRETARY



30  
JAMES W. PECK  
DIRECTOR

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
**WATER RESOURCES ADMINISTRATION**  
TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401

RECEIVED  
MAY 29 1984  
WATER RESOURCES ADMIN.  
WATERSHED PERMITS

May 28, 1984

MEMORANDUM:

TO: Gene Gopenko, Watershed Permits Division  
FROM: Theodore J. Hogan, Wetlands Division *TH*  
SUBJ: Draft EIS. Section r(f) Evaluation  
Md. Rt. 43 Extended and U.S. Route 1 Improvements

I have reviewed the subject document as it relates to identification of and potential impacts to wetlands.

Non-tidal wetlands are identified within the study corridor based on the U. S. Fish and Wildlife Service National Wetlands Inventory. However, the document states that no wetlands would be affected by any of the alternates.

No tidal waters or wetlands exist within the study area. Therefore, we have no wetland licensing obligations for this project.

The document indicates that the preferred alternate (alternate 4 modified) would require 5 stream crossings and 1940 feet of stream relocation. The impacts of such construction needs to be addressed in more detail.

ew

(301) 269-3871

Telephone: \_\_\_\_\_



31

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

June 11, 1984

MEMORANDUM

WATER RESOURCES ADMIN.  
WATERSHED PERMITS

TO: Gene Gopenko, Watershed Permits,  
Water Resources Administration

FROM: George Krantz, Director, (Signed) (Initials)  
Fisheries Division

SUBJECT: Fisheries comments for the Whitemarsh  
Run Draft Environmental Impact Statement  
(DEIS) Section 4 (f) Evaluation.

On August 23, 1983 Cold Water staff performed an on-site inspection of the Whitemarsh Run watershed. Fish, invertebrate, chemical and physical data were obtained from mainstem and tributary access points during the inspection.

Findings:

- 1) No trout were found to exist within the stream system.
- 2) All data and observations indicate a stream system currently suffering from intense residential and commercial development. Few undisturbed tracts of land remain in the study area at the present time.
- 3) Evidence of frequent flooding can be seen throughout most of the watershed. Much of the main stem of Whitemarsh Run is wide, shallow and heavily laden with sediment.

- 4) Fish sampling efforts disclosed an abundance of various minnow species suggesting a thermal problem exists within the watershed.
- 5) Actual water and air temperatures revealed early morning water temperatures that approximated air temperatures for that day (i.e.), Whitemarsh Run main stem at Philadelphia Road approximately 11:00 am; water temperature 77<sup>0</sup>F, air temperature 78<sup>0</sup>F.

Recommendations:

From a fisheries standpoint, the most desired Maryland Route 43 extended alternate option would clearly be the no-build alternate. This option would have the least number of adverse impacts upon the Whitemarsh Run watershed.

Of the build alternates, it appears that the best case alternate would be "3A". Alternate 3A proposes the fewest number of stream crossings (3) and proposes "no stream realignments".

The worst of the build alternates would appear to be alternate 4 Modified as it proposes (5) stream crossings and 1940 linear feet of stream realignment within the Whitemarsh Run watershed.

CG/clw  
cc: Journal  
Subject  
Gougeon  
Woronecki





BALTIMORE COUNTY  
DEPARTMENT OF PUBLIC WORKS  
TOWSON, MARYLAND 21204

Lo  
Moon  
Helwig

33

HARRY J. PISTEL, P. E.  
DIRECTOR

June 25, 1984

Mr. L. Ege, Acting Chief  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street, Rm. 310  
Baltimore, Maryland 21202

Re: Contract No. B 818-151-471  
P.D.M.S. No. 032006  
MD Rte. 43 Extended (Whitemarsh Boulevard)

Dear Mr. Ege:

In accordance with the letter dated May 1, 1984 on the above referenced project, Baltimore County's Department of Public Works is offering the following comments:

Page I-1 -- Paragraph A, second line:

Should be northeast instead of southeast, as shown.

Page I-6 -- Third paragraph, second line:

Shows 66,00 vehicles. Should this be 66,000 vehicles?

Page II-2 - First paragraph, second line:

Gives reference to proposed four lane Perry Hall Boulevard, proposed four lane Rossville Boulevard.

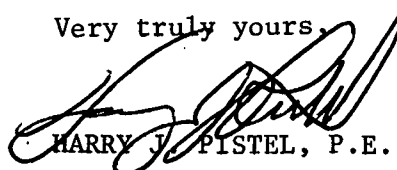
Should be proposed six lane Perry Hall Boulevard -- proposed four lane plus one continuous left turn lane for Rossville Boulevard.

No-Build Alternate - Figure 11-5

Does not reflect the County's plan for the extension of:

- |                       |  |
|-----------------------|--|
| 1. Dunfield Road      | Belair Road to Perry Hall Boulevard    |
| 2. Campbell Boulevard | Honeygo Boulevard to Philadelphia Road |
| 3. Walther Boulevard  | Joppa Road to Gunview Road             |
| 4. Proctor Lane       | Harford Road to Walther Boulevard      |

Very truly yours,



HARRY J. PISTEL, P.E.

HJP:JJT:hbm

cc: Mr. John J. Trenner



BALTIMORE COUNTY  
OFFICE OF PLANNING AND ZONING  
TOWSON, MARYLAND 21204  
494-3211

NORMAN E. GERBER  
DIRECTOR

May 29, 1984

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

Dear Mr. Schneider:

My staff has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for Maryland 43 and U.S. Route 1. Your office is to be commended for doing a thorough and generally accurate piece of work. As in any project of this magnitude, however, there are some corrections and clarifications that should be made. They are as follows:

PAGE

- III-11 Change "Baltimore County's Office of Planning" to "Baltimore County" in the second paragraph.
- III-15 The subjects and verbs do not agree in number in the last sentence of the second paragraph nor do they agree in the third paragraph.
- Figure III-4 The future land use shown as commercial in Belmont should be Moderate-High Density Residential. The area bounded by Dunfield Road, Walther Boulevard, Kintore Drive and the stream shown as Median-High Density Residential should be Commercial.
- III-22 Should the term "reduced accident policy" be "reduced accident reporting policy?"
- IV-1 & 2 The numbers of residences to be acquired appears inconsistent with the tabulations in the Combined Location/Design Public Hearing brochure.
- IV-5 The numbers of businesses to be displaced by widening U.S. Route 1 are inconsistent with the Public Hearing brochure mentioned above.
- IV-28 In the Meteorological Data section, one meter per second should be translated to 3.28 feet per second or speeds and temperatures should be given in International System Units.

34

35

Mr. William F. Schneider, Jr., Chief  
Page 2

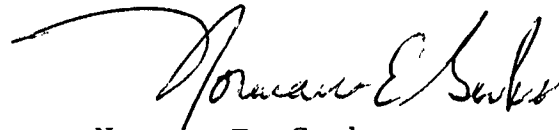
May 29, 1984

PAGE

- IV-41 et seq. Since Baltimore County would prohibit trucks from Whitemarsh Boulevard between I-695 and U.S. 1, noise levels should be calculated with and without heavy and medium duty trucks in the traffic mix on this link of Alternate Four Modified.
- IV-45 Noise levels at Site #8 should be calculated for Alternates Three, Three B, and Three B Modified.
- IV-57 More detail and greater emphasis must be given to the use of grading and landscaping to reduce noise levels.

Thank you for giving my office the opportunity to review the draft E.I.S. and 4(f) Evaluation. I hope you find our suggestions helpful.

Sincerely,



Norman E. Gerber  
Director of Planning  
and Zoning

NEG:WAI:vh

cc [unclear]

Doesn't 2. In Inter-agency Agreement, also, cited the area of focus apply per

Since this project qualifies as a major facility with Maryland's Coastal Zone; the final EIS should document coordination with the State Coastal Zone Management Agency. A consistency determination should be included.

Add paragraph in impacts → Section blurb re: under construction impacts

3. The relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity should be covered in the EIS, as should any irreversible and irretrievable commitment of resources. These two items are a requirement of the National Environmental Policy Act and the Council on Environmental Quality regulations (40 CFR 1502.16)

STATE HIGHWAY ADMINISTRATION

FROM: Neil Pedersen  
Acting Director  
Office of Planning and  
Preliminary Engineering

Date Referred to Staff 5/23
Date Completed Action Due

TO:

- Mr. Neukam
- Mr. Schneider - *Eg, Moon*
- Mr. White
- Mr. Fitch
- Mrs. DeCarlo
- Mrs. Costello
- 
- 

PLEASE:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Discuss with me | <input type="checkbox"/> Review and comment     |
| <input checked="" type="checkbox"/> Information     | <input type="checkbox"/> Prepare reply for my   |
| <input type="checkbox"/> Investigate and prepare    | <input type="checkbox"/> signature              |
| <input type="checkbox"/> recommendation for         | <input type="checkbox"/> Prepare reply for      |
| <input type="checkbox"/> discussion                 | <input type="checkbox"/> _____'s                |
| <input type="checkbox"/> Note and return            | <input type="checkbox"/> signature              |
| <input type="checkbox"/> Please handle              | <input type="checkbox"/> Reply directly with    |
| <input type="checkbox"/> Copy for me                | <input type="checkbox"/> copy to this Office    |
| <input type="checkbox"/> Coordinate with            | <input type="checkbox"/> Please revise as shown |
| <input type="checkbox"/>                            | <input type="checkbox"/> File                   |

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



HARRY HUGHES  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING  
301 W. PRESTON STREET  
BALTIMORE, MARYLAND 21201-2365

CONSTANCE LIEDER  
SECRETARY  
May 15, 1984

Mr. Neil J. Pedersen  
Acting Director  
Office of Planning and  
Preliminary Engineering  
Maryland Department of Transportation  
P.O. Box 717  
707 North Calvert Street  
Baltimore, Maryland 21203

Reply Due: June 25, 1984

State Identification Number: MD 84-5-622

State Clearinghouse Contact: Samuel Baker  
(383-7875)

**RECEIVED**

**MAY 23 1984**

DIRECTOR OFFICE OF  
PLANNING & PRELIMINARY ENGINEERING

RE: DEIS (B818-151-471) Md. Rt. 43 Extended-W. of U.S. 1 to  
I-95; U.S. 1-I-695 to Silver Spring Road

Dear Mr. Pedersen:

This is to acknowledge receipt of the referenced subject. We have initiated the Maryland intergovernmental review and coordination process as of this date. You can expect to receive review comments and recommendations on or before the reply date indicated. If you have any questions concerning this review, please contact the staff member noted above.

The State Identification Number must be placed on any financial assistance application form and used in future correspondence.

We are interested in the referenced subject and will make every effort to ensure a prompt review. Thank you for your cooperation.

Sincerely,

Guy W. Hager  
Director, Maryland State Clearinghouse  
for Intergovernmental Assistance

GWH/ cs



39  
North East Coordinating Council  
P.O. Box 44  
Perry Hall, Maryland 21128

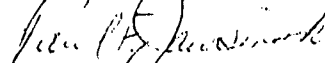
May 1, 1984

Mr. Ronald E. Moon  
Project Manager, Md. 43 Extended  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Moon:

Our Council has noted that the draft Environmental Impact Statement for the Md. 43 project has been distributed. I have made the trip to the library to partially review the massive document because a copy was not sent to the NECC as promised. The EIS is too large, too bulky, and contains too many maps to adequately copy on library equipment or even read in one short evening. The NECC was the only community group on the official distribution list in the EIS, yet a copy to our umbrella organization was withheld. Member organizations liken this tactic to the one the State used at the November 10, 1983 hearing when the State started the public hearing late by giving a 10-15 minute presentation followed by a 50 minute break before allowing public comment to "thin out the crowd". The State has made it clear that it is pushing the Beltway connection and has arranged all the data to reflect this position. With the final public hearing only 3 weeks away it would only seem proper for the State to make the data available to the community organizations as promised (actually we were promised 30 days to review this data) so we can review the data and obtain expert advice. In this light our Council would appreciate if you would mail us at least 2 or 3 copies of the draft EIS immediately so that the NECC can attempt to overcome the delayed availability of this information.

Sincerely,

  
Paul E. Jarosinski  
Vice-President  
Chairman, Transportation Committee

cc: Mr. Ali F. Sevin, FHA

**Maryland Department of Transportation**

State Highway Administration

40  
Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

May 1, 1984

Contract No. B 818-151-471

PDMS No. 032006

Maryland Route 43 Extended (Whitemarsh Boulevard)  
From west of U.S. Route 1 to Interstate Route 95

and

U.S. Route 1 (Belair Road) Improvements  
From Interstate Route 695 to north of Silver Spring Road  
in Baltimore County, Maryland

**DRAFT ENVIRONMENTAL IMPACT STATEMENT and  
SECTION 4(f) EVALUATION**

Transmitted for your review and comment is one (1) copy of the subject document. The document has been prepared in accordance with the CEQ Regulations, DOT Order 5610.1c and the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2.

You are requested to provide comments on or before July 9, 1984 to:

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

All responses will be considered in developing the final environmental document.

Very truly yours,

*Neil J. Pedersen*

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

NJP:bh

Attachment

cc: Mr. G. E. Dailey  
Mr. W. F. Schneider, Jr.  
Mr. R. E. Moon  
Mr. L. H. Ege, Jr.  
Mr. J. R. Kresslein

My telephone number is 659-1368

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



DISTRIBUTION LIST

Contract No. D B18-151  
Maryland Route 43 Extended (White Marsh Boulevard)  
From west of U.S. Route 1 to I-95  
and  
U.S. Route 1 (Belair Road) Improvements  
From I-695 to North of Silver Spring Road  
in Baltimore County, Maryland

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FEDERAL AGENCIES

State Conservationist  
Soil Conservation Service  
Room 522  
4321 Hartwick Avenue  
College Park, Maryland 20740

Mr. Bruce Blanchard  
Director, Office of  
Environmental Project Review  
U.S. Department of Interior  
18th and C. Streets, N.W.  
Washington, D. C. 20242

Environmental Protection Agency  
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Director  
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Delegate William J. Burgess  
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Mr. Stephen E. Collins  
Director, Department of Traffic Engineering  
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Towson, Maryland 21204

Mr. Norman E. Gerber  
Director, Office of Planning & Zoning  
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Towson, Maryland 21204

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Cornelius J. Behan, Chief  
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Towson, Maryland 21204

Mr. Paul S. Jarosinski  
Vice President  
Chairman, Transportation Committee  
North East Coordinating Council  
P.O. Box 44  
Perry Hall, Maryland 21128

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Director  
Division of Public Affairs  
Maryland Department of Transportation  
P.O. Box 8755, BWI Airport  
Baltimore, Maryland 21240

Mr. Clyde E. Pyors, Director  
Division of Systems Planning and Development  
Maryland Department of Transportation  
P.O. Box 8755  
Baltimore, Maryland 21240

Mr. Larry Saben  
Washington Regional Office  
8720 Georgia Avenue, Suite 904  
Silver Spring, Maryland 20910

Maryland State Law Library  
Upper Level Court of Appeal Building  
361 Rowo Boulevard  
Annapolis, Maryland 21401

STATE CLEARINGHOUSE

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

STATE CLEARINGHOUSE (cont'd.)

Department of Public Safety & Correctional Services  
Maryland Geological Survey

STATE HIGHWAY ADMINISTRATION

- Deputy Chief Engineer - Development
- District Engineer
- Bureau of Highway Design
- Bureau of Bridge Design
- Bureau of Landscape Architecture
- Office of Planning & Preliminary Engineering
- Bureau of Project Planning
- Bureau of Planning & Program Development
- Office of Real Estate
- Bureau of Relocation Assistance
- Bureau of Acquisition Activities
- Federal-Aid Section - Office of Real Estate
- District Chief - Office of Real Estate
- State Highway Administration Library
- Equal Opportunity Section
- Bureau of Highway Statistics

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U.S. Department  
of Transportation  
  
Federal Highway  
Administration

Region 3  
Maryland Division

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

IN REPLY REFER TO:

April 20, 1984

Contract No. B 818-151-471  
MD Route 43 Extended  
(Whitemarsh Boulevard)  
and  
U.S. Route 1 (Belair Road)  
Improvements  
Draft EIS/Section 4(f)  
Evaluation

Mr. M. S. Caltrider  
State Highway Administrator  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Caltrider:

Enclosed for your information is one (1) copy of the signed title sheet for this Draft EIS Statement/4(f) Evaluation. The original copy of the title sheet has been provided to the Bureau of Project Planning for their immediate use.

Sincerely yours,

Emil Elinsky  
Division Administrator

EDWARD A. TERRY, JR.

By: Edward A. Terry, Jr.  
Field Operations Engineer

Enclosure

cc:  
Lou Ege, SEA, Rm. 314, w/encl  
Ron Moon, SEA, Rm. 313, w/encl  
Robert Lee, SEA, w/encl

file F 166-1(6)



**Maryland Department of Transportation**

State Highway Administration

4/16/84

Lowell K. Bridwell  
Secretary

M. S. Caltrider  
Administrator

RE: Contract No. B 818-151-471  
Maryland Route 43 Extended  
(Whitemarsh Boulevard)  
From west of U.S. Route 1 to  
Interstate Route 95  
and  
Interstate U.S. Route 1 (Belair Rd)  
Improvements - Draft Environmental  
Impact Statement  
Section 4(f) Evaluation  
HEC - MD 2

Mr. Emil Elinsky  
Division Administrator  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

Dear Mr. Elinsky:

Transmitted for your review and approval are 12 copies of the subject document. This statement has been prepared in accordance with Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2 and other appropriate sections.

Your office has reviewed a preliminary draft version of the statement and provided comments. We have edited and revised the statement in accordance with those comments.


Upon receiving the signed title page, we will circulate the document on your behalf, to the appropriate agencies. A Combined Location/Design Public Hearing has been scheduled for May 24, 1984.

Very truly yours,

M. S. Caltrider  
State Highway Administrator

MSC:HK:ds  
Attachment

- cc: Mr. G. E. Dailey
- Mr. W. F. Schneider, Jr.
- Mr. R. Moon
- Mr. L. H. Ege, Jr.
- Mr. D. J. Lew

by:   
Hal Kassoff, Director  
Office of Planning and  
Preliminary Engineering

My telephone number is (301) 659-1110

ENVIRONMENTAL STATEMENT RESPONSES

CHECK LIST

CONTRACT NO. B 818-151-471 F.A.P. NO. \_\_\_\_\_  
 PROJECT: Md. 43 Extd. & U.S. Route Improvements  
 DATE CIRCULATED: 5/1/84 DATE COMMENTS DUE: July 2, 1984

AGENCY	DATE REC'D.	COMMENTED ON SECTIONS	RESPONSIBLE FOR ADDRESSING COMMENTS	COMMENTS ADDRESSED ON PAGES	FEIS REQUESTED
D.O.I.					
EPA	7/5/84	Noise Stream re-locations			
HUD	6/25/84	P.I-1 identify pop. info. <sup>source</sup> Compliance & EO 11988 Zoning Map, Noise	Environ. Management		
NAT. MARINE FISHERIES					
DOA	7/2/84	No Comments			
HEW					
OFF. OF ECONOMIC OPP.					
EXE. DIR. OF CIVIL WORKS					
FEA					
DEPT. OF COMMERCE	7/5/84 6/11/84	→ Nat'l Marine Fisheries re. documentation			1/23 2 copies
U.S. COAST GUARD					
CC OF ENG. B. DIST.					
CORP OF ENG. ENG. DIVISION					



AGENCY	DATE REC'D.	COMMENTED ON SECTIONS	RESPONSIBLE FOR ADDRESSING COMMENTS	COMMENTS ADDRESSED ON PAGES	FEIS REQUESTED
STATE CONSERVATIONIST					
STATE CLEARINGHOUSE	5/15/84 6/25/84	Requested ext. of review time			
STATE PLANNING					
NATURAL RESOURCES					
FISCAL PLANNING					
GENERAL SERVICES					
ECON. & COMM. DEV.					
EDUCATION					
MENTAL HYGIENE					
SCHOOL CONST.					
ENV. TRUST					
HISTORICAL TRUST	7/19/84	Support Alt 4 Modified			
GEOLOGICAL SURVEY					
CORRECTIONAL SERVICES					
IN-HOUSE					
DEP. CHIEF ENG. - DEVEL.					
ASSIST. CHIEF DESIGN					
DISTRICT ENGINEER					
HIGHWAY DESIGN					

AGENCY	DATE REC'D.	COMMENTED ON SECTIONS	RESPONSIBLE FOR ADDRESSING COMMENTS	COMMENTS ADDRESSED ON PAGES	FEIS REQUESTED
BIDGE DIGN					
LANDSCAPE ARCH.					
BURL					
REAL ESTATE					
RELOCATION					
ACQUISITION					
EEO					
GROUPS & IND.					
<del>XXXX</del>					
Bur. Highway Planning & Program Development	5/29/84	Various	Environ. Mngmnt.		
Baltimore County ofc. of Planning and Zoning	5/29/84	Various	Environ. Management		
FEMA	6/22/84	No comments			
Baltimore County Dept. of Public Works	6/25/84	Various	Environ. Mngmnt		
U.S. DOT	7/6/84	Discuss impacts on Fullerton Reservoir	Environ. Mngmnt		

# DRAFT ENVIRONMENTAL IMPACT STATEMENT

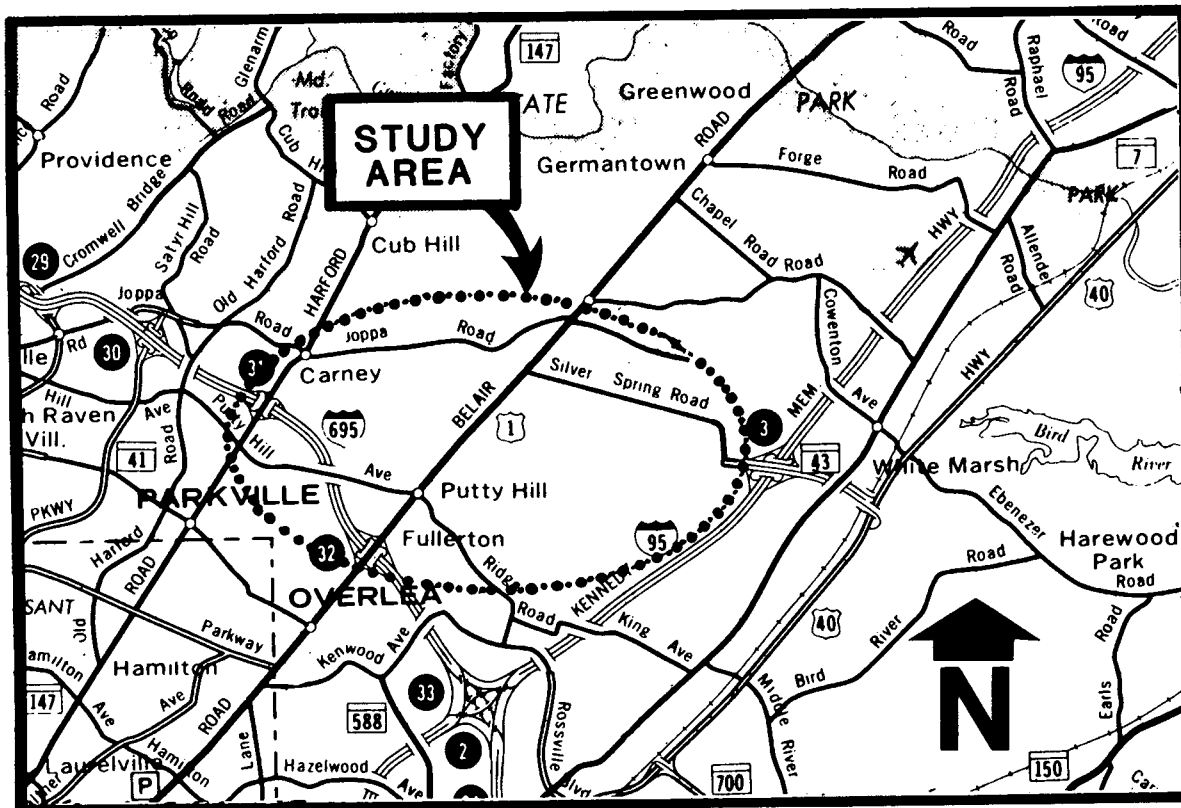
## Section 4(f) Evaluation

Contract No. B 818-151-471

Maryland Route 43 Extended ( Whitmarsh Boulevard )  
from west of U.S. Route 1 to Interstate Route 95

AND

U.S. Route 1 ( Belair Road ) Improvements  
from Interstate Route 695 to north of Silver Spring Road  
in Baltimore County, Maryland



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

and  
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

REGION III

MARYLAND ROUTE 43 EXTENDED  
(Whitemarsh Boulevard)

From West of U.S. Route 1 to Interstate Route 95  
and

U.S. Route 1 (Belair Road)

From Interstate Route 695 to North of Silver Spring Road

DRAFT ENVIRONMENTAL IMPACT STATEMENT  
SECTION 4(f) EVALUATION

*Submitted pursuant to 42 U.S.C.*  
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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

Mr. Edward Terry  
District Engineer  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211  
PHONE: (301) 952-4011  
HOURS: 7:45 A.M. - 4:15 P.M.

Mr. Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Room 310  
Baltimore, Maryland 21202  
PHONE: (301) 659-1130  
HOURS: 8:15 A.M. - 4:15 P.M.

4/16/84

DATE

*Hal K...*

FOR MARYLAND STATE HIGHWAY ADMINISTRATION

4/19/84

DATE

*Emil Edinsky*

FOR FEDERAL HIGHWAY ADMINISTRATION

The purpose of the project is to provide a western extension of existing Maryland Route 43 from I-95 to a connection with I-695 (Baltimore Beltway). The project also includes improvements to U.S. Route 1 from I-695 to North of Silver Spring Road. The project is compatible with existing and planned development.

Comments on this Draft Environmental Impact Statement are due by July 2, 1984 and should be sent to Mr. Wm. F. Schneider, Jr. at the above address.

Environmental impacts associated with the project include right-of-way acquisition and the displacement of residents and businesses. There are minor floodplain and wetland involvements. The Federal Design Noise Abatement Criteria would be exceeded at one site.

**SUMMARY**

SUMMARY

1. Action

Federal Highway Administration

Administrative Action Environmental Statement

(X) Draft ( ) Final

(X) Section 4(f) Evaluation

2. Contacts

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

Mr. Edward Terry  
District Engineer  
Federal Highway Admin.  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211  
PHONE: (301) 962-4011  
HOURS: 7:45 a.m. - 4:15 p.m.

Mr. Wm. F. Schneider, Jr., Chief  
Bureau of Project Planning  
State Highway Admin.  
707 North Calvert Street  
Room 310  
Baltimore, Maryland 21201  
PHONE: (301) 659-1130  
HOURS: 8:15 a.m. - 4:15 p.m.

3. Description of Proposed Action

This project involves the construction of a western extension of existing Maryland Route 43 along new alignment from I-95 to either U.S. Route 1 (Belair Road), a point west of U.S. Route 1, or a connection to I-695 (Baltimore Beltway). The project also includes improvements to U.S. Route 1 from I-695 to north of Silver Spring Road.

The project is intended to improve traffic operations within the study area and provide an improved east/west highway system through the study area. The primary purpose of this project is to provide adequate access to an area designated for planned growth by Baltimore County and to relieve existing congestion problems along major routes in the area. The project is compatible with existing and planned development.

4. Alternates Considered

The State Highway Administration has considered numerous preliminary alignments for the extension of Maryland Route 43 and several options for improving U.S. Route 1. Eight Maryland Route 43 build alternates, with an additional option for seven of these alternates, and two build options for U.S. Route 1 improvements were developed for presentation at the Public Alternates Meeting held November 10, 1983. Public comment, coordination with Baltimore County, elected officials, various state and federal agencies, and environmental and engineering evaluations, have resulted in the selection of five build alternates for the extension of Maryland Route 43 and two build alternates for improving U.S. Route 1.

Maryland Route 43 Alternates

Alternate 3 - This alternate consists of the extension of Maryland Route 43 to an intersection with proposed Walther Boulevard west of U.S. Route 1 and the construction of Walther Boulevard from Joppa Road to a partial interchange with I-695 between Putty Hill Avenue and Avondale Road. At-grade intersections would be provided at Honeygo Boulevard and U.S. Route 1 and connecting roadways would be constructed between Joppa Road and Walther Boulevard and Rossville Boulevard and Walther Boulevard. Maryland Route 43, east of U.S. Route 1, would be a six lane curbed, divided highway with a 30-foot median. Double left-turn lanes and right turn lanes would be provided at major intersections.

West of U.S. Route 1, Maryland Route 43 would transition to a four lane curbed, divided highway with a 20-foot median between U.S. Route 1 and Walther Boulevard and a 16-foot median at Walther Boulevard.

*Avoids Belmont Park*  
Alternate 3A - This alternate proposes the extension of Maryland Route 43 to U.S. Route 1, with no new roadways west of U.S. Route 1. This alternate is the same as Alternate 3, east of U.S. Route 1.

*Avoids Belmont Park*  
Alternate 3B - This alternate is identical to Alternate 3 east of U.S. Route 1. West of U.S. Route 1, this alignment curves to the north and terminates as an at-grade intersection with Joppa Road, west of Simms Avenue.

Alternate 3B Modified - This alternate is identical to Alternate 3, 3A, and 3B east of U.S. Route 1. West of U.S. Route 1, Alternate 3 B Modified proposes an at-grade intersection just west of Belmont Park with the proposed Walther Boulevard. Walther Boulevard would be constructed from existing Walther Boulevard at the southern boundary of Belmont Park to Joppa Road as a four lane, divided roadway with a 16-foot raised median. This alternate was developed after the Alternates Public Meeting in an attempt to improve traffic operations on Joppa Road over those provided by Alternate 3B.

Alternate 4 Modified -

*Avoids Belmont Park*  
The Maryland State Highway Administration, based on consideration of traffic service and environmental impacts, prefers Maryland Route 43 Alternate, Alternate 4 Modified. This alternate would provide a six lane curbed, divided highway with a 30-foot median between existing Maryland



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Route 43, at Honeygo Boulevard, and U.S. Route 1 and would transition to a four lane divided highway with a 30-foot median west of U.S. Route 1 to a partial connection with I-695 between Avondale Road and Putty Hill Avenue. This alignment runs south of the other Maryland Route 43 alignments and passes beneath U.S. Route 1 between the Ridge Lumber Company and the Sunrise Trailer Park. Two ramps would be constructed to provide access between U.S. Route 1 and Maryland Route 43.

#### U.S. Route 1 Improvements

The two U.S. Route 1 build alternates would upgrade U.S. Route 1 to either a six lane divided highway with auxiliary turn lanes at major intersections, or a seven lane highway with a continuous center left turn lane. The Maryland State Highway Administration does not have a preferred alternate for U.S. Route 1. Additional information on all of these alternates can be found in Section II.B.

A Public Location/Design Hearing for this project is scheduled for May, 1984.

#### 5. Areas of Controversy

The Northeast Coordinating Council represents several community groups in the study area. The Council is in favor of Maryland Route 43, Alternate 3B and is opposed to a connection with I-695 based on the perceived traffic impacts associated with I-695 traffic travelling through the communities.

The Maryland State Highway Administration finds that Alternate 4 Modified provides a needed I-695 connection with the least impacts to adjacent communities.

6. Permits Required *other Federal/State Permits*

Construction of this project would require review and approval for the following permits:

- U.S. Army Corps of Engineers -- Section 404 Permit
- Maryland Department of Natural Resources -- Approved Sediment Control Plan
- Maryland Department of Natural Resources -- Approved Stormwater Management Plan
- Maryland Department of Natural Resources -- Waterway Construction Permit
- Maryland Department of Health and Mental Hygiene -- Water Quality Certificate

7. Summary of Environmental Impacts

Summary Table S-1 compares the significant impacts associated with each alternate considered.

Alternate 3 would require two (2) residential displacements and one (1) business displacement. 8.5 acres of public parkland (Section 4(f) property) would be acquired for right of way. One (1) property which is eligible for the National Register of Historic Places (Section 4(f) property) would be displaced by Alternate 3. Natural environment impacts would include the acquisition of 3.3 acres of 100-year floodplain, 73.2 acres of woodland, and 25 acres of Old Field for right of way. Stream impacts involve five (5) new stream crossings and the realignment of approximately 1380 feet of existing stream channel.

Alternate 3A would displace two (2) residences and one (1) National Register eligible historic site. 0.5 acres of 100-year floodplain, 42 acres of woodland and 15.3 acres of Old Field habitat would be required for right of way. Three (3) new stream

crossings would occur. One (1) noise sensitive area (NSA) would experience noise impacts which exceed Federal Noise Abatement Criteria with Alternate 3A.

Alternate 3B would require three (3) residential displacements and the acquisition of one (1) National Register eligible historic site. 0.5 acres of 100-year floodplain, 48.3 acres of woodland, and 24.2 acres of Old Field habitat would be required for right of way. Alternate 3B would also require four (4) new stream crossings and the realignment of approximately 1200 feet of existing stream channel.

Alternate 3B (Modified) would have impacts similar to Alternate 3. Two (2) residential displacements would be required. 4.5 acres of public parkland (Section 4(f) property) would be acquired from Belmont Park, and 51.4 acres of woodland habitat would be needed for right of way. All the impacts would be the same as Alternate 3B.

Alternate 4 (Modified), the preferred alternate, would displace two (2) residences, one (1) business, and 2.5 acres of active agricultural land. Natural environment impacts would require the acquisition of 7.3 acres of 100-year floodplain, 79.7 acres of woodland, and 19.9 acres of Old Field habitat. Alternate 4 (Modified) would involve five (5) new stream crossings and the realignment of approximately 1940 feet of existing stream channel. One (1) NSA would experience noise increases exceeding Federal Noise Abatement Criteria.

In addition to the impacts associated with the Maryland Route 43 alternates, U.S. Route 1 (Belair Road) would be widened.

TABLE S-1

NATURAL ENVIRONMENT IMPACTS (cont'd.)	Maryland Route 43 Extended Alternates					U.S. Route 1 Improvements		
	No-Build	Alternate	3A	3B	3B Mod.	4 Mod.*	6-lane	7-lane
Wetlands - Acres	0	0	0	0	0	0	0	0
Floodplain - Acres	0	3.3	0.5	0.5	0.5	7.3	0.5	0.5
Woodland - Acres	0	73.2	42	48.3	51.4	79.7	0	0
Old Field - Acres	0	25	15.3	24.2	24.4	19.9	0	0
Threatened or Endangered Species	0	0	0	0	0	0	0	0
Air Quality Impacts+	0	0	0	0	0	0	0	0
Noise Level Impacts++	0	0	1	0	0	1	1	1
<u>COSTS</u>								
Right of Way**		4,950	3,012	3,686	3,863	6,301	5,364	5,098
Relocation**		73	31	63	47	126	327	335
Construction**		21,204	11,055	12,772	13,671	23,419	7,842	7,278
TOTAL**		26,227	14,098	16,521	17,581	30,980	13,533	12,711

*Selected*

\*Preferred Alternate

\*\*Cost in Thousands

+Sites Exceeding S/MAAQs

++NSA's Exceeding Federal Noise Abatement Criteria

REVISED

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I  
PURPOSE  
AND NEED

I. PURPOSE AND NEED

A. Project Location and Description

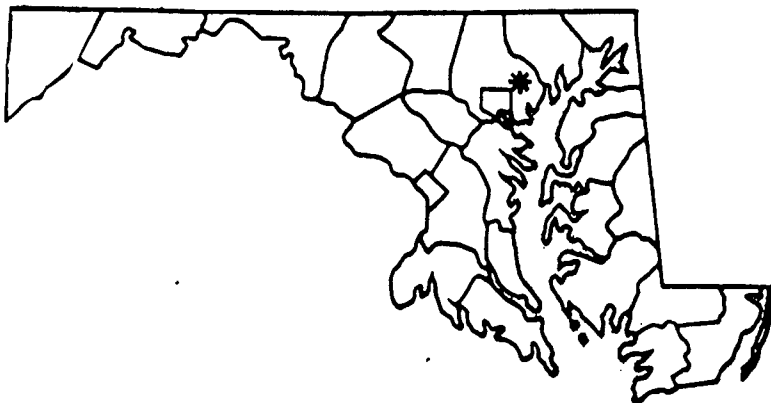
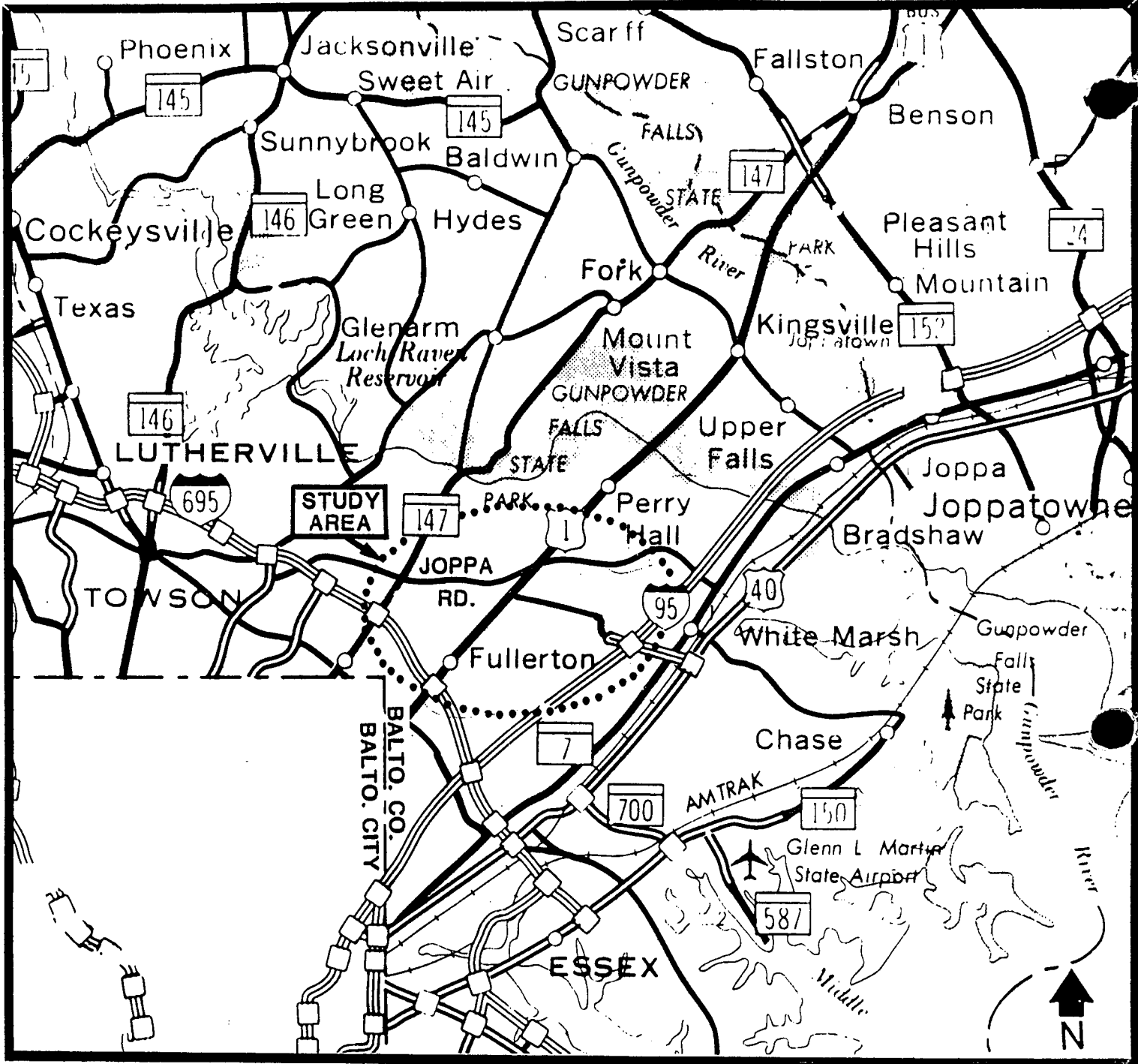
The Maryland Route 43 study area is located in the southeast section of Baltimore County, northeast of Baltimore's City limits (See Figure I-1). It is bounded by Avondale Road to the west, Interstate Route 95 to the east, Interstate Route 695 (Baltimore Beltway) to the south, and Joppa Road to the north (see Figure I-2).

Numerous alternates have been considered. Following the Public Alternates Meeting on November 10, 1983, four (4) build alternates for the extension of Maryland Route 43 (from I-95 to west of U.S. Route 1) and two (2) build alternates for improving U.S. Route 1 (from I-695 to Silver Spring Road) were selected for further study. Additional information on all of the alternates is available in Section II.B.

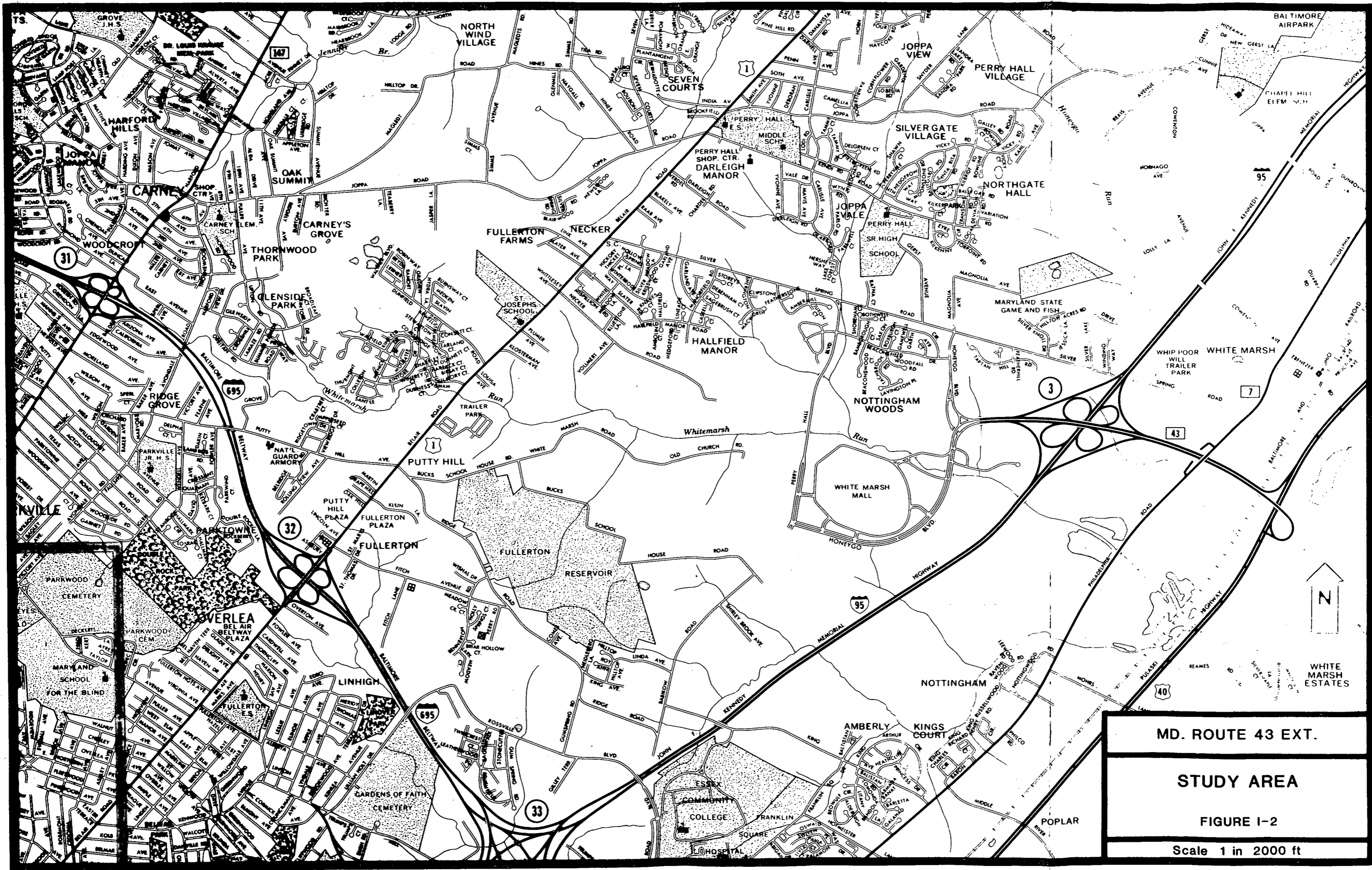
B. Need for the Project

1. Regional Growth and Development

Since 1974, the Perry Hall/White Marsh area, designated in 1976 by Baltimore County as a major growth area in Baltimore County, has been experiencing extensive residential, commercial, and light industrial development. Those areas currently experiencing the largest growth are Carney, White Marsh, Perry Hall, and Fullerton/Rossville as shown in Figures I-1 and I-2. Projections indicate that the areas of White Marsh and Perry Hall will experience an increase in population from 36,400 in 1980 to 78,800 in the year 2010, an increase of 116%.



MD. RTE. 43/U.S. RTE. 1	
PROJECT LOCATION	
NOT TO SCALE	FIGURE I-1



MD. ROUTE 43 EXT.

**STUDY AREA**

FIGURE I-2

Scale 1 in 2000 ft



Employment is anticipated to increase from 10,300 in 1980 to 38,200 in 2010, an increase of 270%. Transportation is an important element in the development plan for Baltimore County and in particular for this study area. Zoning, sewerage, utilities, and water are available to accommodate this intense development. The proposed action addresses a significant portion of the transportation need in the study area.

2. Traffic and Operating Conditions

a. Existing Facilities (Figure I-2)

The study area is serviced by two (2) Interstate facilities. Interstate Route 95 provides major north/south movements while Interstate Route 695 (Baltimore Beltway) provides major east/west movements. U.S. Route 1 (Belair Road) is the main north/south radial facility in the study area leading into Baltimore City and Harford County. Harford Road (Maryland Route 147) and Avondale Road serve local north/south traffic in the vicinity. The east/west traffic movements through the study area are primarily <sup>provided</sup> served by Putty Hill Avenue/Ridge Road, Joppa Road and Silver Spring Road. Silver Spring Road is the only direct access from U.S. Route 1 to White Marsh. Interstate Routes 695 and 95 provide the only direct east/west movement from White Marsh Town Center to Harford Road. This results in a large amount of local traffic using the Interstate which is intended for through, long distance travel.

The transportation needs within the study area are twofold. First, U.S. Route 1, one of the major radial routes in Baltimore County, suffers from the problem of high traffic volumes compounded by the large mix of local and through

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traffic, strip commercial development, and side-road problems created by numerous driveways. Also, essential to the planned development areas west, east and north of U.S. Route 1, is the timely provision of major new highway facilities designed to provide a substantial increase in system capacity and levels of service. Any transportation improvements must address the resolution of existing congestion problems along U.S. Route 1 as well as provide adequate access to future growth areas, such as the town center of White Marsh. This project is intended to address these needs by increasing the traffic capacity of U.S. Route 1 and by providing an improved east/west highway system by extending existing Maryland Route 43.

b. Operating Conditions

Roads in the vicinity of the study area are already congested, particularly during peak hours. Current level of service information is in Section III.B. U.S. Route 1 currently carries traffic volumes ranging from 38,400 vehicles per day near Silver Spring Road (at the northern end of the study area) to 43,500 vehicles per day near Fitch Avenue (at the southern end of the study area). Travelers along this route experience considerable congestion and delay, especially at the intersections with Putty Hill Avenue and Silver Spring Road. Traffic projections indicate that the intersections of Putty Hill Avenue and U.S. Route 1, Silver Spring Road and U.S. Route 1, and Honeygo Boulevard and existing Maryland Route 43 will reach capacity by the design year 2010 due to the high density development planned by Baltimore County in this area.

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Traffic volumes on the east/west roads will increase substantially (e.g. from the present 14,000 vehicles per day on Silver Spring Road east of U.S. Route 1 to 40,000 vehicles per day in the year 2010) if Maryland Route 43 is not extended.

Traffic operating conditions at the intersection of U.S. Route 1 and Silver Spring Road are near capacity now with unstable flow and occasional intolerable delays. In 2010, traffic operations would continue to deteriorate under No-Build conditions with higher volumes causing forced flow and operational breakdowns.

Traffic volumes on U.S. Route 1 north of the Beltway will reach 66,00 vehicles per day if Maryland Route 43 is not extended west of U.S. Route 1 to an interchange with the Beltway and 51,000 vehicles per day if Maryland Route 43 is extended to the Beltway. With this volume of traffic utilizing U.S. Route 1 to access I-695, a connection with I-695 would serve these traffic needs as well as improve operating conditions along U.S. Route 1 north of I-695. Traffic operations at the intersections of U.S. Route 1 and Fitch Avenue and U.S. Route 1 and Putty Hill Avenue are currently below capacity with forced flow and operational breakdowns. A Maryland Route 43 extension to the Beltway would improve these conditions to tolerable delays with some unstable flow at the intersection of U.S. Route 1 and Fitch Avenue and improved to a stable flow with restricted speeds at the U.S. Route 1 and Putty Hill intersection.

The project termini, from existing Maryland Route 43 at White Marsh to U.S. Route 1, a point west of U.S. Route 1 or a connection with I-695, have been selected based on traffic need and what would best serve the study area.

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Baltimore County plans to construct several new roads in the area to address local circulation problems. As a result of the population increases discussed in Section I.B.1, even if the County's new roads are constructed, travelers will experience extreme congestion and delay along U.S. Route 1 between I-695 and Silver Spring Road, if improvements to U.S. Route 1 are not made.

### C. Planning Background

The concept of an east/west freeway between Eastern Avenue and a proposed northern extension of Perring Freeway has been considered for many years. A short section (1.9 miles) of Maryland Route 43 was constructed during the early 1960's from U.S. Route 40 to Honeygo Boulevard, with an interchange at I-95. It was built concurrently with I-95. Detailed studies began on the western extension of Maryland Route 43 to proposed Perring Freeway during the early 1970's. In July, 1975, continuing controversy about the proposed extension of Perring Freeway resulted in the Baltimore County Officials requesting its deletion from all state planning documents. As a result, the western terminus for Maryland Route 43 remained uncertain.

The Northeast Sector Transportation Study, a cooperative effort of the Maryland Department of Transportation, Baltimore County and the Regional Planning Council, was initiated in 1979 to recommend a highway system for the study area. In May, 1982, the final report was published. It identified a need to increase north/south and east/west capacity based on traffic forecasts for growth areas adjacent to U.S. Route 1 and recommended a system of improvements. The study specifically suggests

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a westerly extension of Maryland Route 43 to a connection with I-695 and addresses the need to alleviate congestion along U.S. Route 1.

This project is consistent with State, Regional, and County plans. The Maryland Department of Transportation's Highway Needs Inventory (Revised 1982), identifies U.S. Route 1 as needing safety and service improvements in the study area and acknowledges the need to improve service by extending Maryland Route 43 to the west of U.S. Route 1. The project is in agreement with the General Development Plan, Baltimore Region (1982) and the 1982-1984 Transportation Improvement Program, approved by the Regional Planning Council (June, 1981). The Baltimore County Master Plan, 1979-1990 (1979) specifically recognizes the current congestion problems along U. S. Route 1 in the Fullerton/Perry Hall area. It also acknowledges a need for increased system capacity and service as essential to the future, concentrated development in the White Marsh/Perry Hall Area.

The Maryland Department of Transportation ~~Draft~~ Consolidated Transportation Plan (CTP) for fiscal year 1984-1989 includes the Maryland Route 43 extended project. Construction is tentatively scheduled for fiscal year 1989. Right of way acquisition is anticipated to begin in fiscal year 1987.

Coordination of this project with Baltimore County Officials, Elected Officials and the public has been ongoing throughout the project planning phase.

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An Initial Public Meeting was held in March, 1982 to explain the nature and scope of the proposed westerly extension of Maryland Route 43. The Systems Planning Report, which summarized this information, was distributed to the Baltimore County Council and the Maryland General Assembly in March, 1982. Following a 90-day review period, almost all of the Baltimore County Council and the Maryland General Assembly members expressed support for the project. In May, 1982, after reviewing the Northeast Sector Transportation Study - Final Report, the Baltimore County Council expressed support for this project and gave the White Marsh area the highest priority for highway development. The State Highway Administration proceeded with final project planning in July, 1982.

Between November, 1982 and October, 1983, several meetings were held individually with Elected Officials, the Baltimore County Council, Baltimore County staff (Department of Planning and Zoning, Department of Traffic Engineering, Department of Public Works) and neighborhood organizations to update them on the studies performed to date, obtain their input regarding the preliminary alternates and to address their concerns. Comments from these meetings have been considered and incorporated into the development of the preliminary alternates.

On November 10, 1983, the Public Alternates Meeting was held to present the preliminary alternates developed as a result of the preliminary studies, environmental assessments, and coordination to date and to encourage public discussion of these alternates. A meeting in December, 1983 was held to review the comments received from the Alternates Public Meetings and to select those alternates which were retained for further study.

**II**  
**ALTERNATES**

II. ALTERNATES INCLUDING THE PROPOSED ACTION

A. Preliminary Alternates

1. General

Maryland Route 43 Extended is intended to provide increased roadway capacity and an improved east-west highway system in the study area. The proposed action is expected to improve present conditions and adequately accommodate the concentrated development planned for this area.

Using the results of the Northeast Sector Transportation Study, the State Highway Administration developed several preliminary alternates for the location of Maryland Route 43 extended. These alternates included the consideration of a no-build alternate and Baltimore County's plans for construction of new roads and improvements to existing facilities. By way of numerous reviews to examine the preliminary alternates for engineering and environmental merit and meetings to coordinate with county and elected officials, the alternates were refined into five (5) build alternates for Maryland Route 43 and two (2) build alternates for improving U.S. Route 1.

2. Alternates Presented at the Alternates Public Meeting - November 10, 1983

a. Maryland Route 43 Extended Alternates

Alternate 1 - No-Build - This alternate has been retained for study purposes and is discussed in Section II.B.

Alternate 2 (Figure II-1) - This alternate proposes the extension of the county planned Rossville Boulevard



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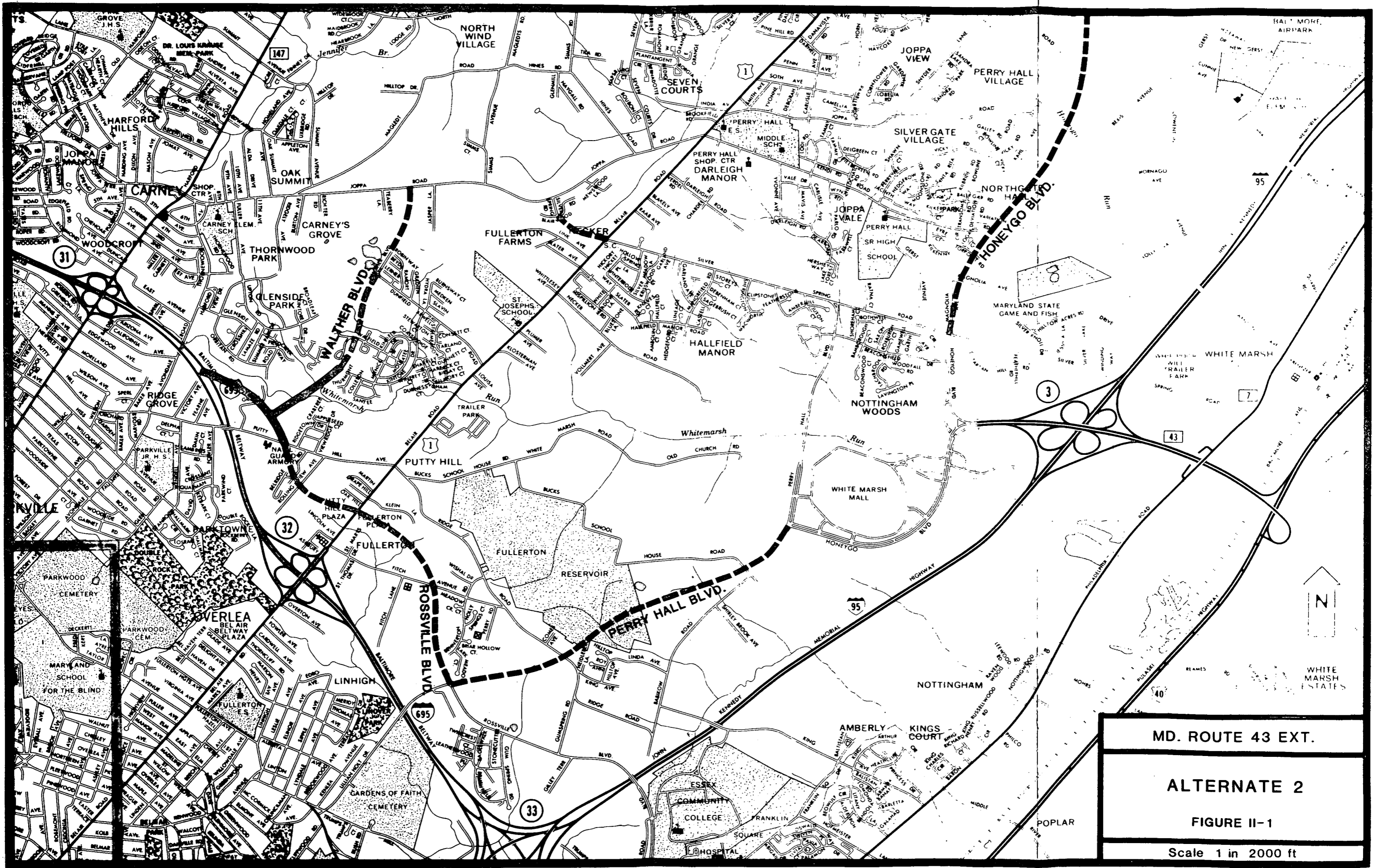
from its proposed terminus at Putty Hill Avenue to a partial interchange with I-695 between Putty Hill Avenue and Avondale Road. The partial interchange would provide a westbound movement from Maryland Route 43 to I-695 heading toward Towson, Maryland and an eastbound Maryland Route 43 movement heading toward White Marsh. Alternate 2 also provides a connection to Walther Boulevard.

The east-west traffic movement would utilize either Honeygo Boulevard, the proposed four lane Perry Hall Boulevard, the proposed four lane Rossville Boulevard and this alternate, or Silver Spring and Joppa Roads.

Alternate 2 is not being considered for further study because rather than distributing traffic throughout the study area, it directs traffic either along Rossville and Perry Hall Boulevards (planned for circulation of local traffic) or along the already congested Silver Spring and Joppa Roads, resulting in excessive congestion. Planned Transportation Systems Management would not satisfy the objectives of this project. There would be no significant improvement in access to residential and commercial developments, and it would not directly serve the needs of future concentrated development areas.

Alternates 3, 3A, 3B - These alternates have been selected for detailed study and are described in Section II.B.

Alternate 4 (Figure II-2) - This alternate involves the westerly extension of existing Maryland Route 43

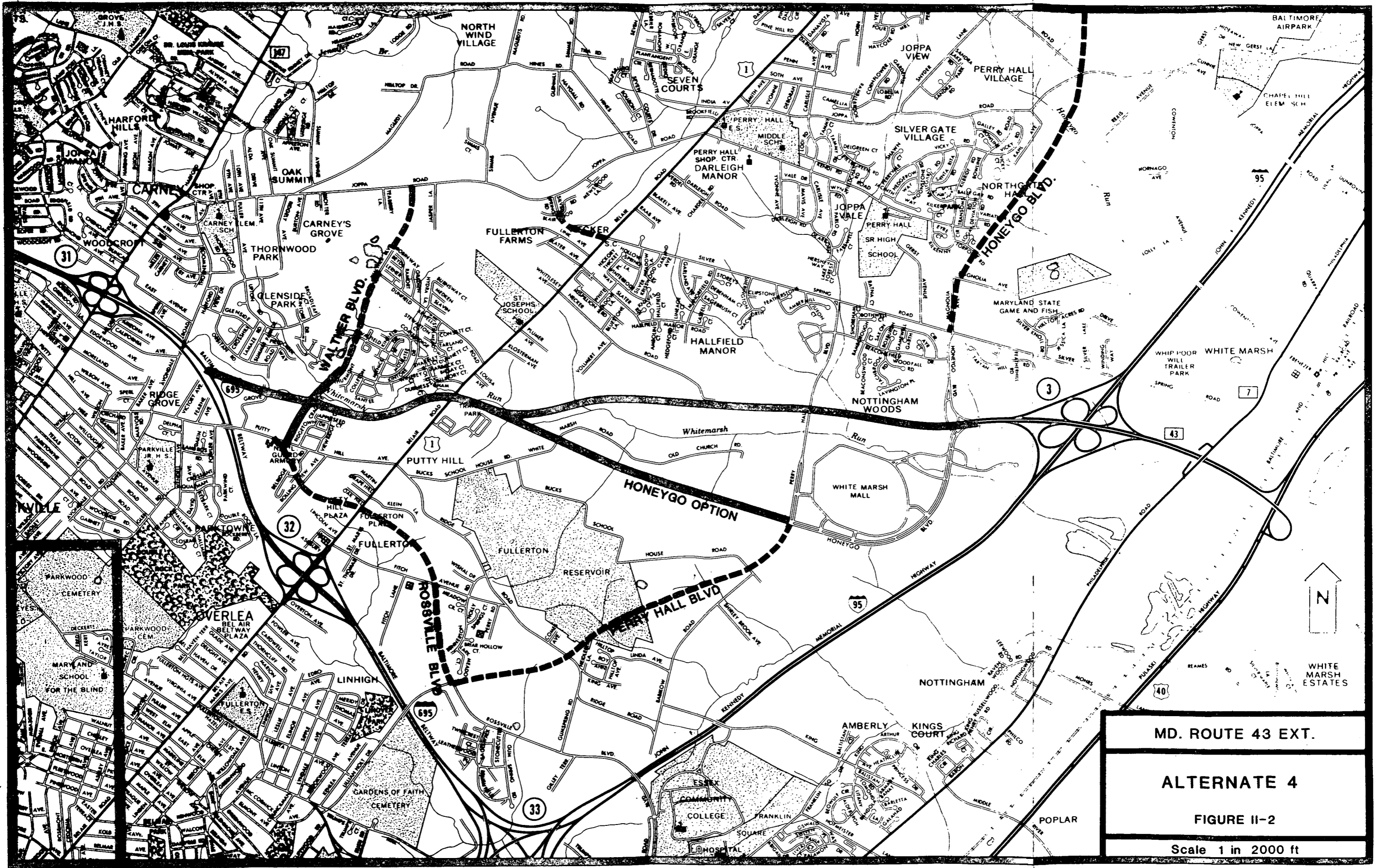


MD. ROUTE 43 EXT.

ALTERNATE 2

FIGURE II-1

Scale 1 in 2000 ft



MD. ROUTE 43 EXT.

ALTERNATE 4

FIGURE II-2

Scale 1 in 2000 ft

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with at-grade intersections at Honeygo and Perry Hall Boulevards. The alignment would pass beneath U.S. Route 1 with diamond interchange ramps providing access to and from U.S. Route 1 and would provide a connecting roadway to Walther Boulevard.

Alternate 4 terminates in a partial interchange with I-695 between Putty Hill Avenue and Avondale Road. Only westbound to westbound and eastbound to eastbound movements, as described in Alternate 2 would be provided.

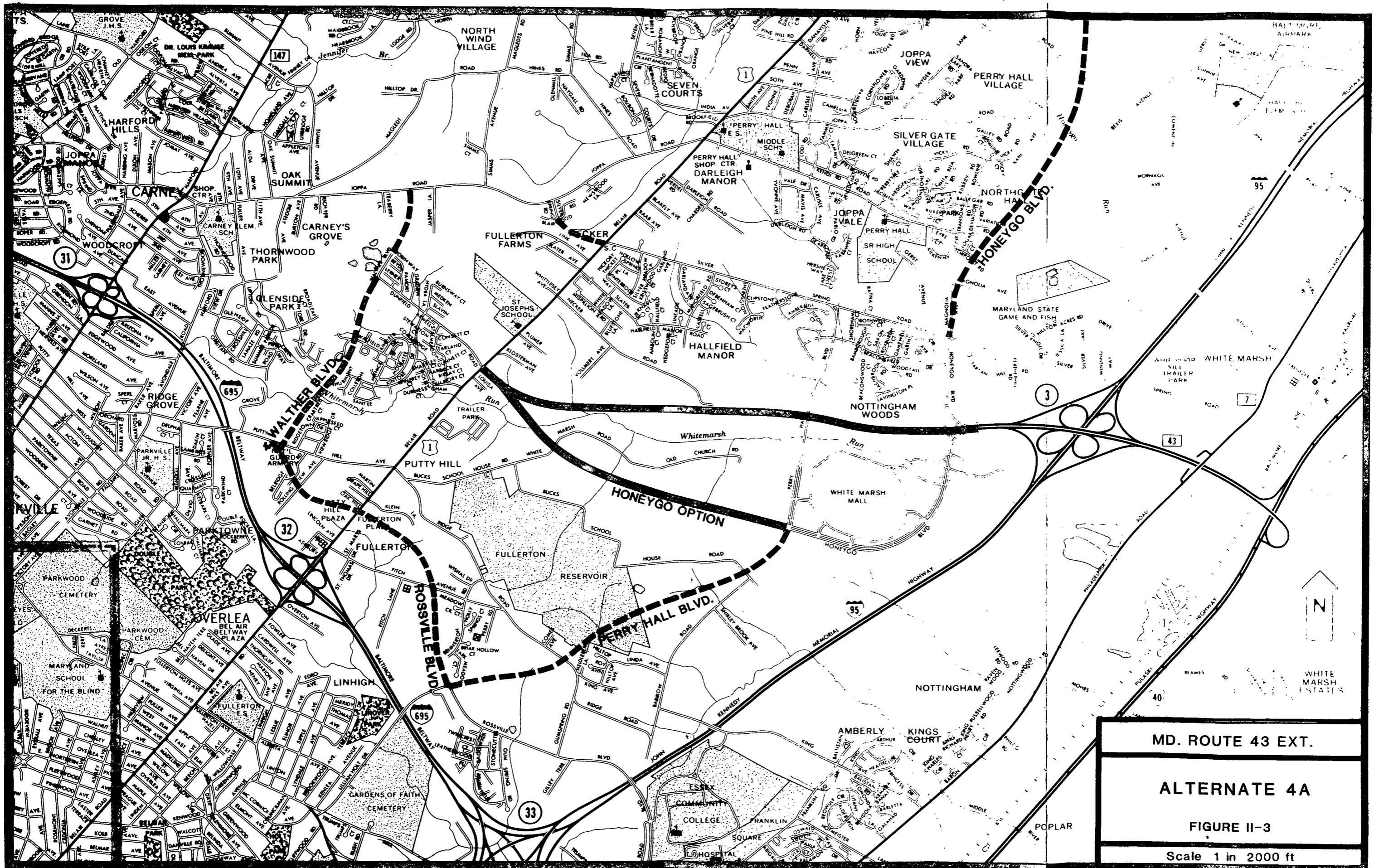
Under this alternate, the Stillmeadow Road connection to U.S. Route 1 would be closed and access would be provided via Walther Boulevard.

Alternate 4 was dropped from further study primarily due to significant floodplain encroachment along Whitemarsh Run, approximately 1,000 feet of Whitemarsh Run would have to be relocated. In addition, the U.S. Route 1 interchange was determined to provide a poor level of service and therefore would not be cost effective.

Alternate 4 Modified (Preferred Alternate) - This alternate is a variation of Alternate 4 and has been retained for further detailed study. A description is given in Section II.B.

Alternate 4A (Figure II-3) - This alternate extends westerly from existing Maryland Route 43 and terminates as an at-grade intersection at U.S. Route 1, opposite Dunfield Road. Traffic would utilize U.S. Route 1 to connect with I-695.

Alternate 4A was primarily not selected for further study because it is not compatible with County plans to



MD. ROUTE 43 EXT.

ALTERNATE 4A

FIGURE II-3

Scale 1 in 2000 ft

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extend Dunfield Road to the Perry Hall/Honeygo Boulevard intersection. In addition, no improved access west of U.S. Route 1 would be provided. Traffic volumes along U.S. Route 1 were projected to increase with this alternate resulting in a significant decrease in level of service on U.S. Route 1. Alternate 3A was selected as the best alternate that terminates at U.S. Route 1.

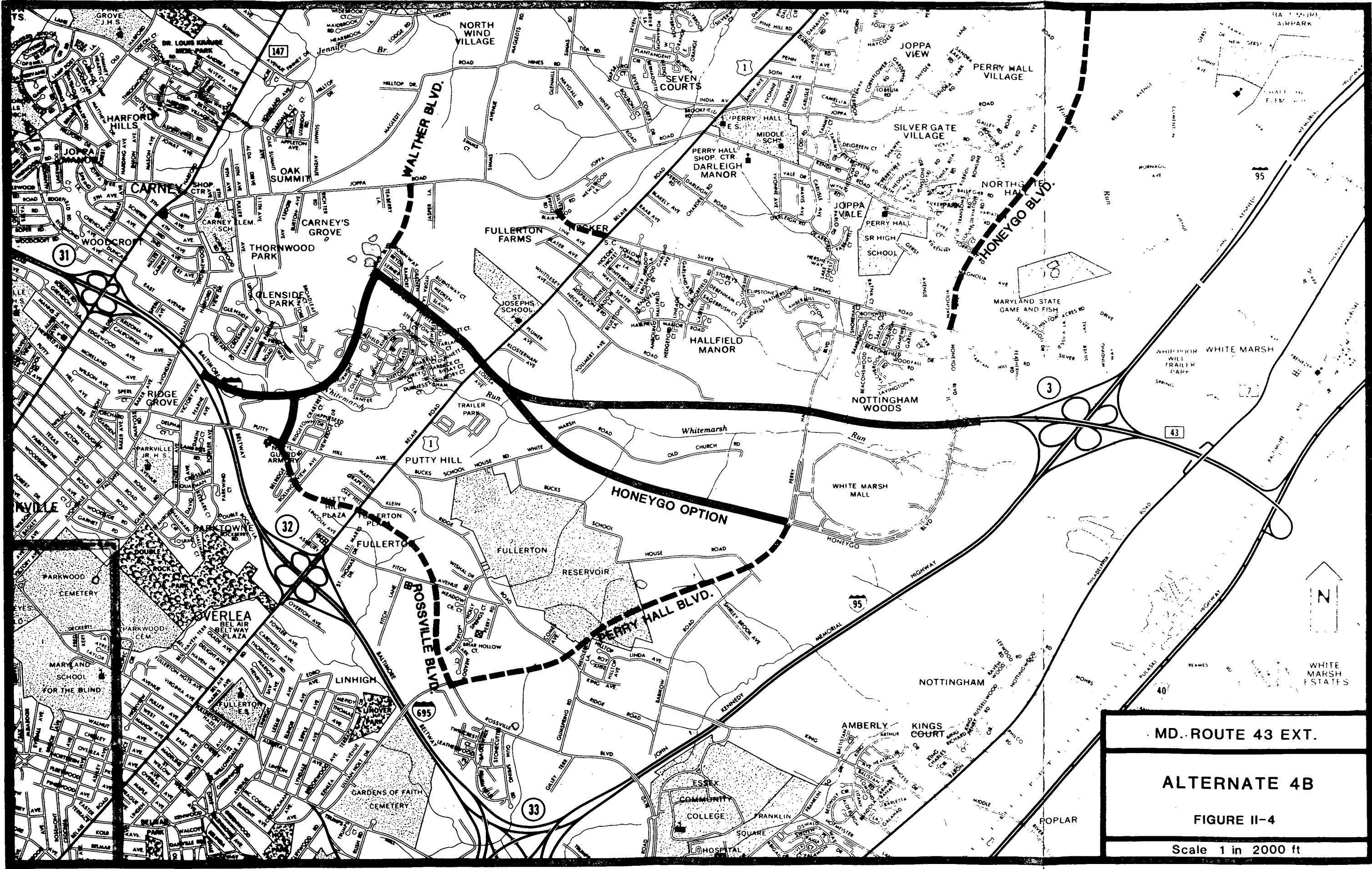
Alternate 4B (Figure II-4) - This alternate is the same as Alternate 4A between existing Maryland Route 43 and U.S. Route 1 to the west.

Alternate 4B provides for an at-grade intersection at U.S. Route 1 and the upgrading of Dunfield Road between U.S. Route 1 and Walther Boulevard.

It would terminate in a partial interchange with I-695 as described in Alternate 2. Also, a connecting road would be provided between Walther and Rossville Boulevards.

Alternate 4B has been dropped from further study primarily due to its impact on the residential area of Belmont, and traffic volumes would increase along U.S. Route 1 north of Dunfield Road.

Honeygo Boulevard Options (Figures II-2 through II-4) - With the exception of Alternate 2, an option was developed for all of the Maryland Route 43 Build Alternates which would extend existing Honeygo Boulevard west of Perry Hall Boulevard to intersect with U.S. Route 1 along approximately the same alignment previously described for each alternate.



MD. ROUTE 43 EXT.  
 ALTERNATE 4B  
 FIGURE II-4  
 Scale 1 in 2000 ft

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The existing Maryland Route 43, Honeygo Boulevard partial interchange would require only minor modifications. Honeygo Boulevard would be upgraded to a 6-lane curbed highway by adding two lanes in the median and providing a raised, 30 foot median.

The Honeygo Boulevard Option is not being considered for further study due to the numerous existing and proposed intersections and entrances involved. Also, longer travel time would be required for through trips because of numerous proposed signalized intersections and longer travel distance. The accident potential would be higher because of the numerous existing intersections and future entrances planned by Baltimore County.

b. U.S. Route 1 Alternates

No-Build Alternate - This alternate has been retained for study purposes and is discussed in Section II.B.

Six and Seven lane Build Alternates - These alternates have been retained for further study and are described in Section II.B.

B. Alternates for Detailed Study

1. Maryland Route 43 Alternates

The following alternates have been selected for detailed study.

1. No-Build
2. Alternate 3
3. Alternate 3A



- A
4. Alternate 3B
  5. Alternate 3B Modified
  6. Alternate 4 Modified (Preferred Alternate)

Alternate 3B Modified was developed after the Alternates Public Meeting and is included herein.

Following are descriptions of all the alternates retained for further study after the Alternates Public Meeting. Levels of service refer to the design year 2010.

a. No-Build Alternate (Figure II-5)

The No-Build alternate would provide no extension of Maryland Route 43 from its present terminus at Honeygo Boulevard and instead would utilize the existing roads along the presently planned County roads to provide east-west traffic movement. Minor improvements to these roads would occur over a period of time as part of normal highway maintenance and safety operations.

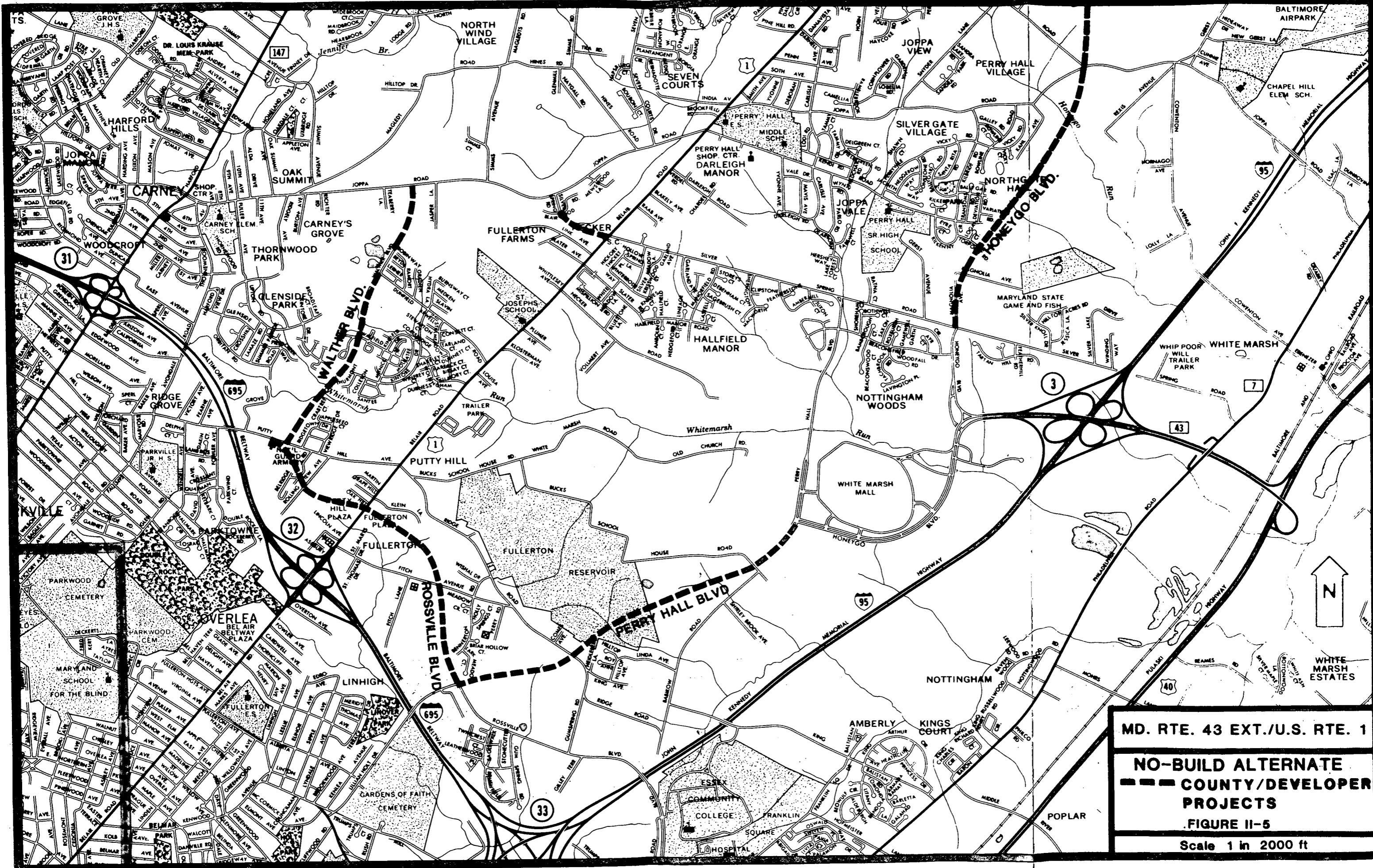
As the traffic volumes increase, congestion would also increase on the existing roads, many of which are residential in nature with numerous access points.

This alternate was retained for further study as a basis for comparison of the Build Alternates.

Typical Sections for the Build Alternates are shown on Figure II-6.

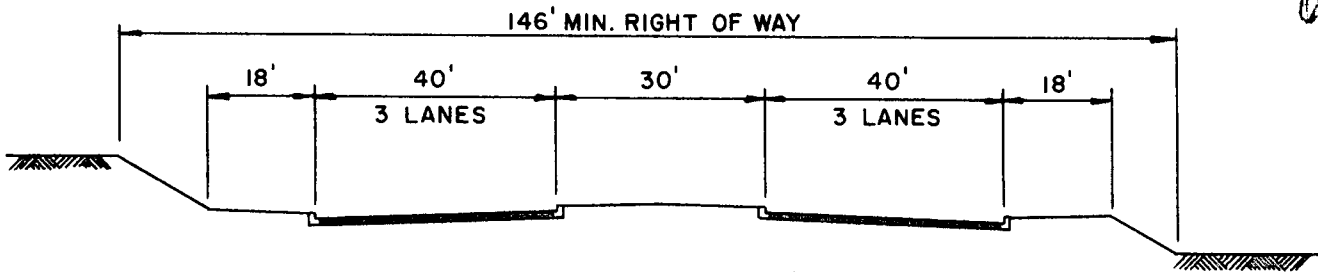
b. Alternate 3 (See Figures II-7 through II-9)

Alternate 3 begins as a partial interchange with I-695 (Baltimore Beltway) between Maryland Route 147

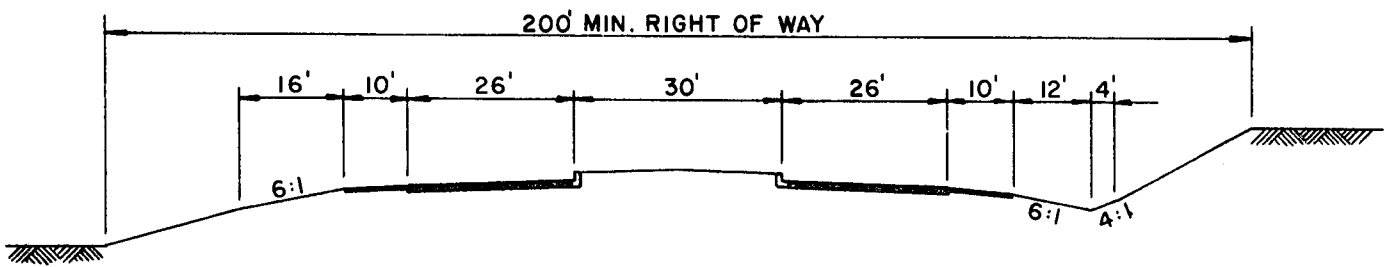


MD. RTE. 43 EXT./U.S. RTE. 1  
**NO-BUILD ALTERNATE  
 COUNTY/DEVELOPER  
 PROJECTS**  
 FIGURE II-5  
 Scale 1 in 2000 ft

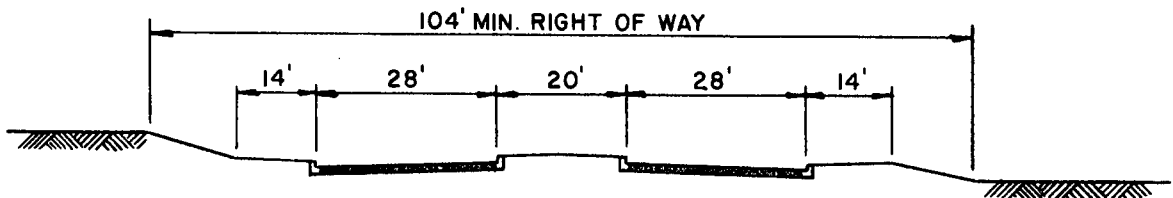
91



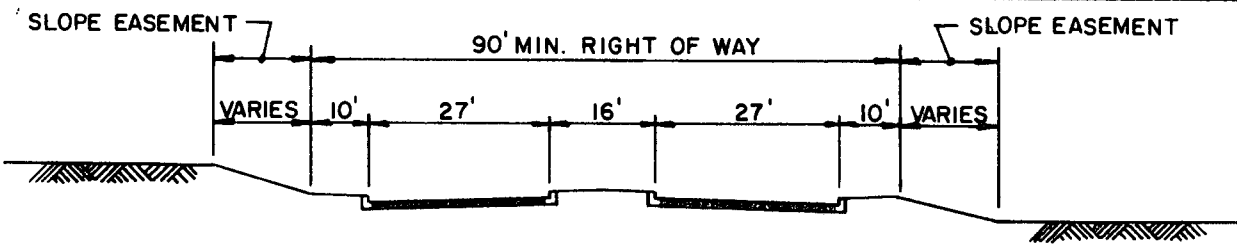
**6 LANE CLOSED SECTION**  
**ALL ALTERNATES EAST OF U.S. ROUTE 1**



**4 LANE OPEN SECTION**  
**ALTERNATE 4 MOD. = WEST OF U.S. ROUTE 1**



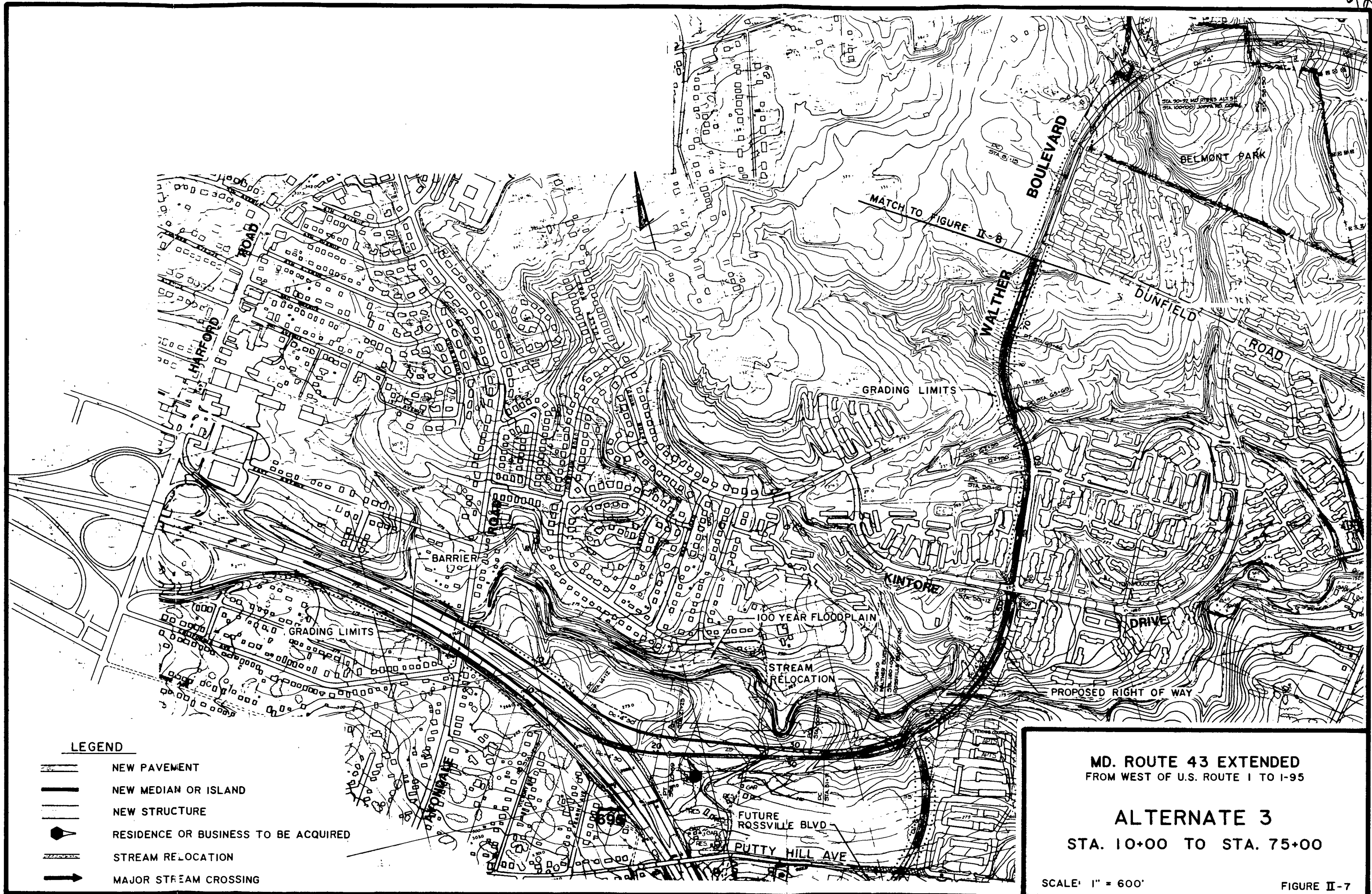
**4 LANE CLOSED SECTION**  
**ALTERNATE 3 : WALTHER BLVD TO U.S. ROUTE 1**  
**and I-695 TO KINTORE DRIVE**  
**ALTERNATE 3B : JOPPA ROAD TO U.S. ROUTE 1**  
**ALTERNATE 3B MOD. : WALTHER BLVD TO U.S. ROUTE 1**

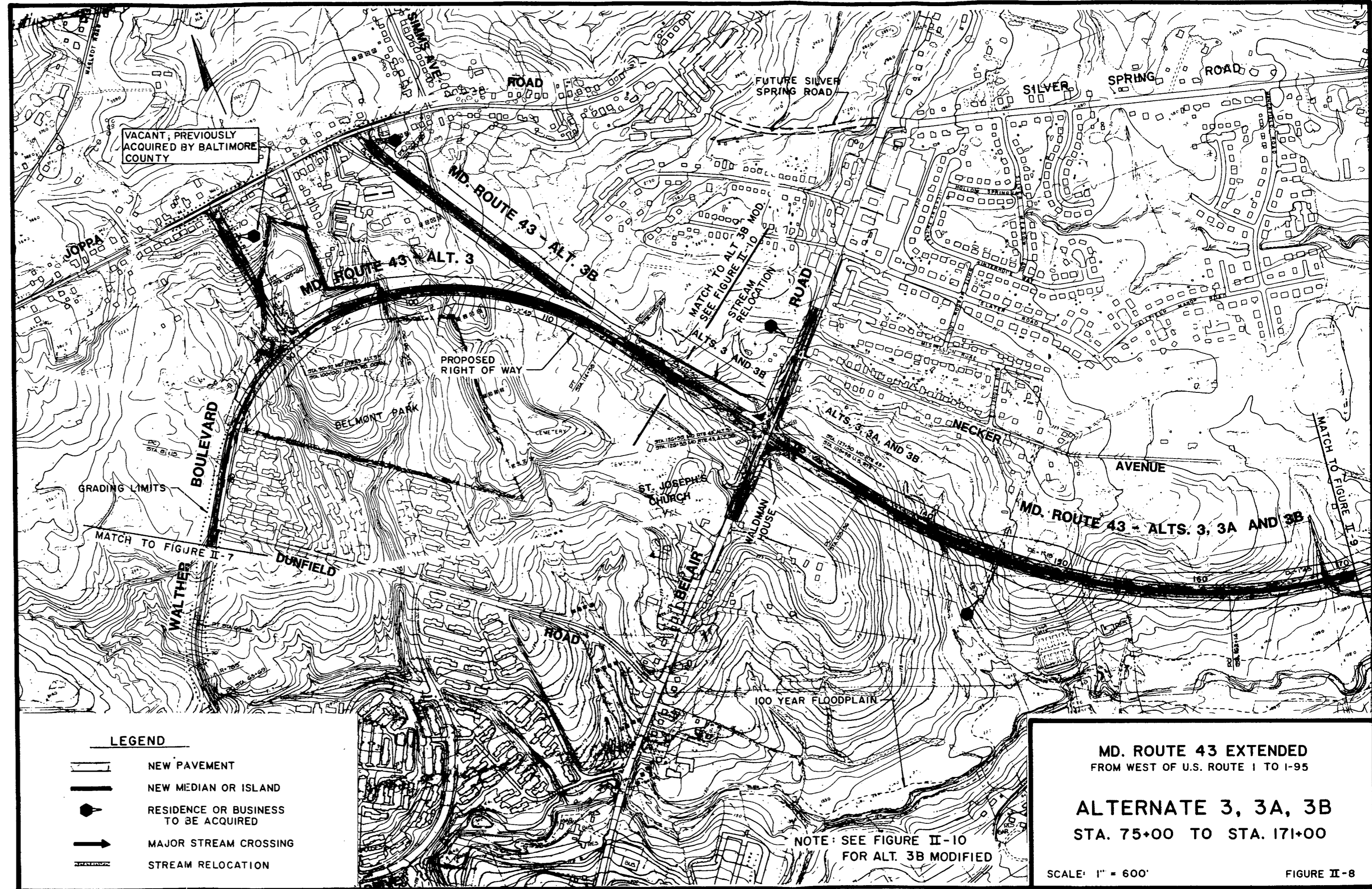


**4 LANE CLOSED SECTION**  
**ALTERNATE 3 : WALTHER BLVD : KINTORE DRIVE TO BELMONT PARK**

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

**TYPICAL SECTIONS**  
**MD. ROUTE 43**





VACANT, PREVIOUSLY  
ACQUIRED BY BALTIMORE  
COUNTY

MATCH TO FIGURE II-7

MATCH TO ALT 3B MOD.  
SEE FIGURE II-10

MATCH TO FIGURE II-9

- LEGEND**
- NEW PAVEMENT
  - NEW MEDIAN OR ISLAND
  - RESIDENCE OR BUSINESS TO BE ACQUIRED
  - MAJOR STREAM CROSSING
  - STREAM RELOCATION

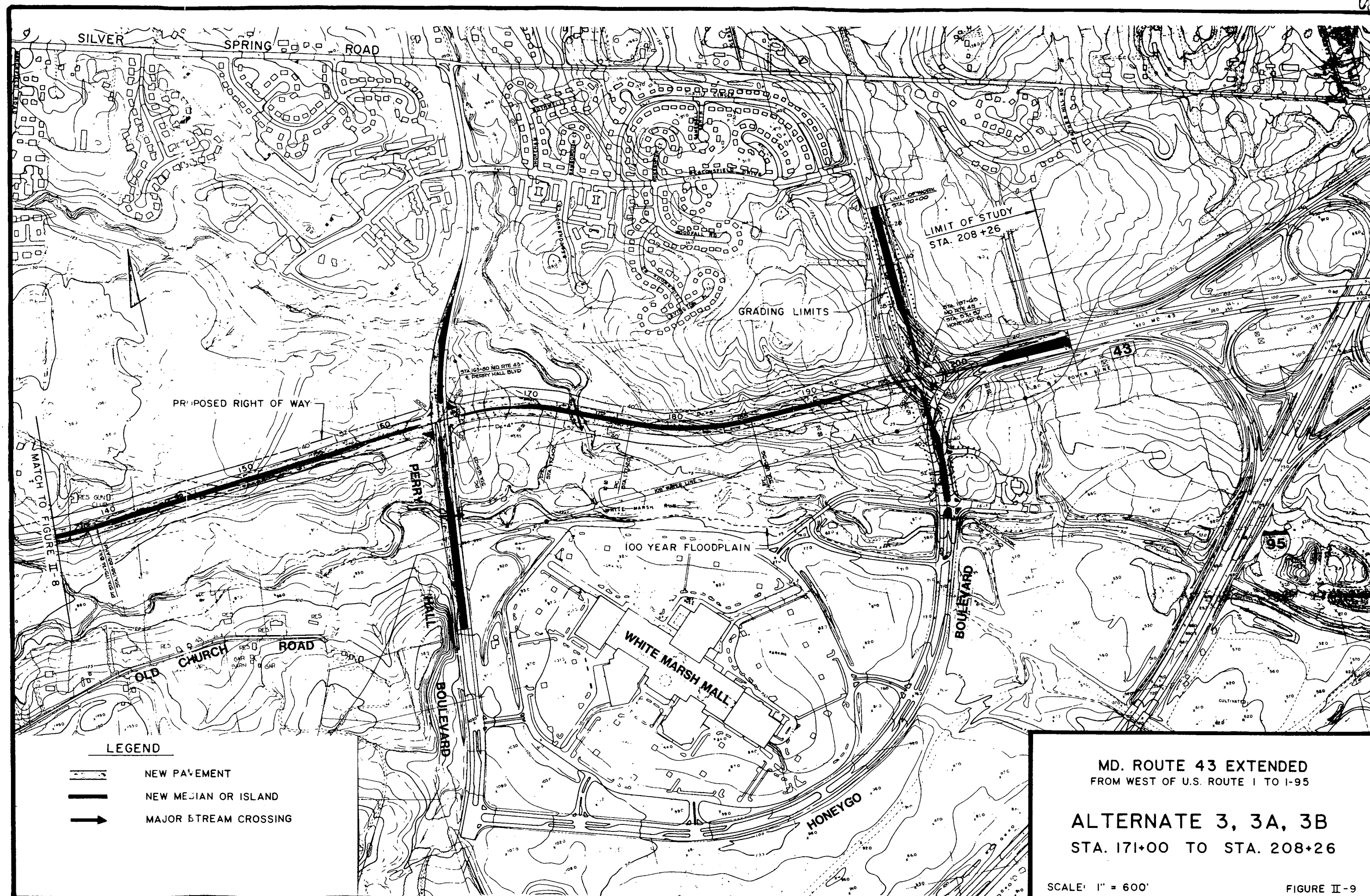
**MD. ROUTE 43 EXTENDED**  
FROM WEST OF U.S. ROUTE 1 TO I-95

**ALTERNATE 3, 3A, 3B**  
STA. 75+00 TO STA. 171+00




NOTE: SEE FIGURE II-10  
FOR ALT. 3B MODIFIED

SCALE: 1" = 600'

FIGURE II-8



**LEGEND**

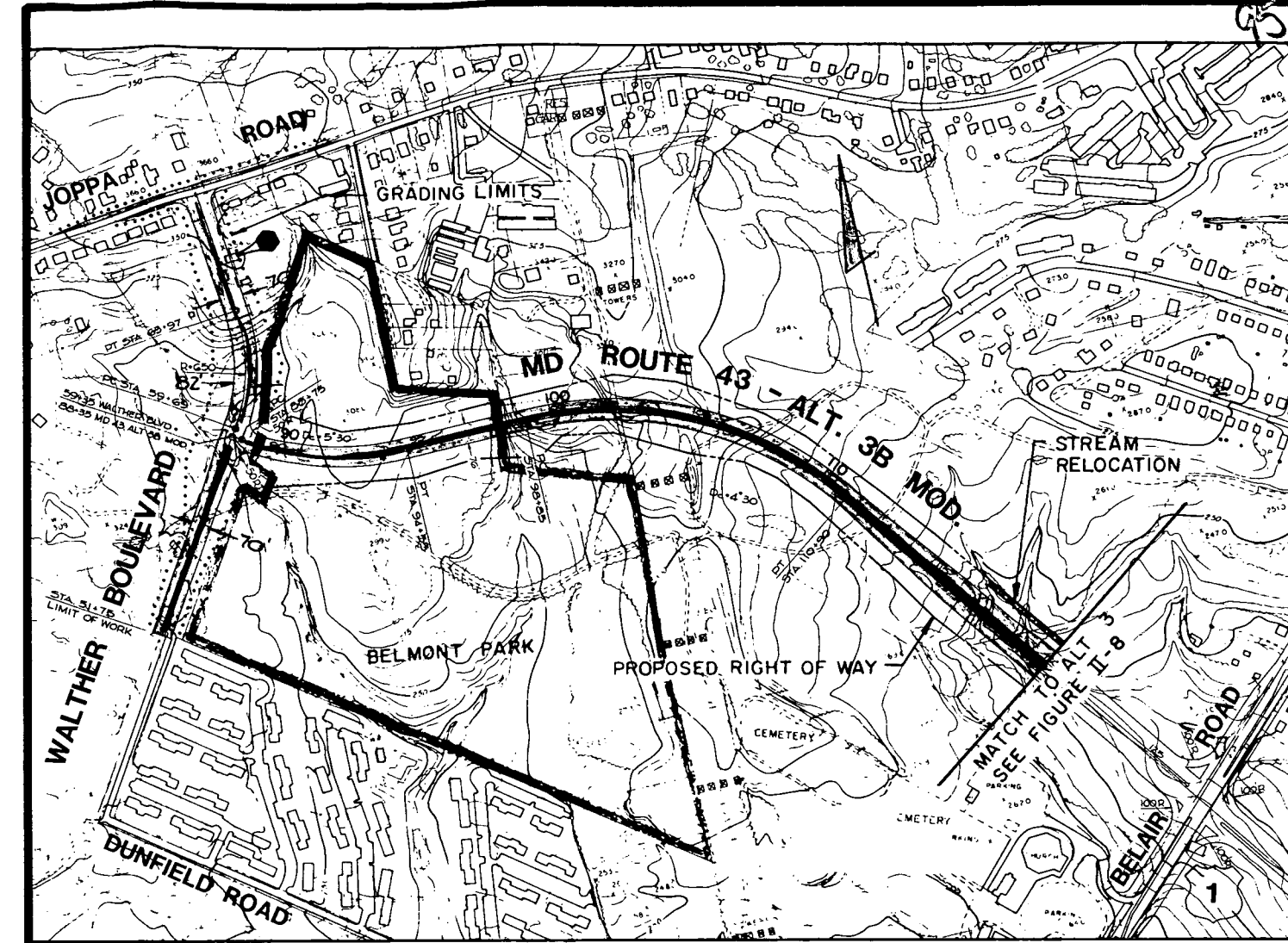
-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  MAJOR STREAM CROSSING

MD. ROUTE 43 EXTENDED  
FROM WEST OF U.S. ROUTE 1 TO I-95

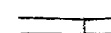

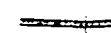

ALTERNATE 3, 3A, 3B  
STA. 171+00 TO STA. 208+26

SCALE: 1" = 600'

FIGURE II-9



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  STREAM RELOCATION
-  RESIDENCE TO BE ACQUIRED  
(VACANT; PREVIOUSLY  
ACQUIRED BY BALTO. CO.)

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95  
  
**ALTERNATE 3B MODIFIED**  
 STA. 88+35 TO STA. 120+00  
  
 SCALE: 1" = 600'  
 FIGURE II-10

(Harford Road) and U.S. Route 1 (Belair Road). I-695 was originally designated and constructed with bifurcated roadways in this area to facilitate construction of this planned interchange. Only the eastbound movement from I-695 to Maryland Route 43 toward White Marsh and the westbound movement from Maryland Route 43 to I-695 toward Towson would be able to use this interchange.

The interchange improvements on the eastbound roadway would consist of a deceleration lane in the Beltway median and a single-lane ramp crossing over the westbound I-695 roadway. The ramps would then widen to a two-lane roadway and converge with the westbound Maryland Route 43 roadway west of the proposed connection to Rossville Boulevard. The ramp and acceleration lane from northbound Harford Road to eastbound I-695 would be separated from the mainline Beltway by a barrier from the existing ramp gore to the proposed gore of the eastbound Maryland Route 43 ramp in order to prevent weaving between the ramps. The grade on Avondale Road on the south side of the I-695 bridge would have to be lowered slightly to provide adequate vertical clearance for the ramp from northbound Harford Road.

The interchange improvements on the westbound roadway consist of the addition of an acceleration lane from the proposed gore located east of Avondale Road to the existing deceleration lane for the ramp to northbound Harford Road. This would provide a continuous lane between the ramp from westbound Maryland Route 43 and the ramp to northbound Harford Road. The westbound Maryland Route 43 ramp would widen to a two-lane



roadway near its junction with the eastbound Maryland Route 43 roadway west of the proposed connection to Rossville Boulevard.

From the junction of the eastbound roadways, to existing Kintore Drive, Maryland Route 43 would consist of two 28-foot roadways and a raised median twenty feet wide. Left-turn lanes would be provided at the intersections and an right-turn lane would be provided on eastbound Maryland Route 43 to the connection to Rossville Boulevard, which would be a 55-foot wide closed section roadway. Maryland Route 43 from I-695 to Kintore Drive would have a 50 mph design speed. The connection to Rossville Boulevard would have a design speed of 40 mph.

From Kintore Drive to the connection to Joppa Road, the alignment would follow existing portions of Walther Boulevard through the Belmont Community. The typical section would consist of two 27 foot roadways with a 16 foot wide raised median, including left-turn lanes at intersections. The design speed would be approximately 40 mph. Fences would be provided at the proposed right of way lines to control the pedestrian crossings. The connection to Joppa Road would also consist of two 27-foot roadways with a 16-foot wide raised median with left-turn lanes at Joppa Road and Maryland Route 43. It would have a design speed of 40 mph. A right turn deceleration lane would be provided on westbound Maryland Route 43 at this intersection.

From the intersection with the Joppa Road connection, the alignment would curve to the southeast through Belmont Park to intersect U.S. Route 1 in an at-grade intersection between St. Joseph's Church and Necker Avenue. The typical section would widen from the above described four-lane roadway to a six-lane closed section with a 30 foot wide raised median. This typical section would be maintained on Maryland Route 43 to its tie-in to existing Maryland Route 43 east of Honeygo Boulevard. For study purposes, it has been assumed that U.S. Route 1 will be widened to a six lane closed section divided roadway from I-695 to north of Silver Spring Road as proposed hereinafter. This assumption has been made because the Six Lane Alternate for U.S. Route 1 requires the most taking of right of way and is therefore considered the worst case. Alternate 3 would require the further widening of U.S. Route 1 in the vicinity of the intersection to provide a 30 foot wide median for double left turns and deceleration lanes for the right turns to Maryland Route 43. Maryland Route 43 would have, in addition to the six basic lanes, right turn deceleration and acceleration lanes and double left turn lanes. Maryland Route 43 between the connection to Joppa Road and U.S. Route 1 would have a 50 mph design speed.

Construction of the intersection of Alternate 3 and U.S. Route 1 would require the acquisition of Waldman's Seven Mile House located on the east side of U.S. Route 1 between Necker Avenue and St. Joseph's Church. This site is considered

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to be eligible for the National Register of Historic Places and an alignment to avoid acquisition of the House has therefore been developed and is evaluated in Section IV.G. This avoidance alignment also applies to Alternates 3A, 3B, and 3B Modified.

Alternate 3 would continue east of U.S. Route 1, staying south of Necker Avenue and north of Whitemarsh Run to an at-grade intersection with Perry Hall Boulevard north of the existing culvert conveying Whitemarsh Run beneath Perry Hall Boulevard. This section of the alignment would have a design speed of 60 mph. Right turn deceleration and acceleration lanes as well as double left turn lanes would be provided on Maryland Route 43. Perry Hall Boulevard would be widened through the intersection to provide four basic lanes, double left turn lanes, right turn deceleration lanes and a right turn southbound acceleration lane.

Alternate 3 would continue eastward, crossing Honeygo Boulevard as an at-grade intersection and tying into existing Maryland Route 43 between Honeygo Boulevard and I-95. This section of the alignment would have a design speed of 60 mph. Right turn deceleration and acceleration lanes as well as double left turn lanes would be provided. Honeygo Boulevard would be reconstructed, removing the existing temporary interchange and providing four through lanes, double left turn lanes, and deceleration and acceleration lanes.

The following intersections with Maryland Route 43 are anticipated to be signalized and their projected levels of service are as follows:

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INTERSECTION WITH  
MARYLAND ROUTE 43

LEVEL OF SERVICE (Year 2010)

Connection to Rossville Boulevard	C
Kintore Drive	Not Available
Dunfield Road	E(0.92)*
Connection to Joppa Road	D
U.S. Route 1	F(1.21)
Perry Hall Boulevard	E(0.98)
Honeygo Boulevard	C

\*Volume/Capacity ratio

c. Alternate 3A (See Figures II-8 and II-9)

Alternate 3A begins as an at-grade tee intersection at U.S. Route 1 between Necker Avenue and St. Joseph's Church and continues to the east to tie into existing Maryland Route 43 between Honeygo Boulevard and I-95. No new roadways, other than those presently proposed by Baltimore County such as Walther Boulevard, would be constructed west of U.S. Route 1. The typical section, horizontal and vertical alignment and intersections are the same as described under Alternate 3 above (east of U.S. Route 1 only).

Traffic travelling west on Maryland Route 43 desiring to continue west would utilize U.S. Route 1 to I-695.

Following are the intersections with Maryland Route 43 anticipated to be signalized under Alternate 3A and their projected level of service:

INTERSECTION WITH  
MARYLAND ROUTE 43

LEVEL OF SERVICE (Year 2010)

U.S. Route 1	F(1.04)*
Perry Hall Boulevard	E(0.92)
Honeygo Boulevard	C

\*Volume/Capacity Ratio

d. Alternate 3B (See Figures II-8 and II-9)

Alternate 3B begins as an at-grade tee intersection with Joppa Road west of Simms Avenue. A right turn deceleration lane would be provided on westbound Joppa Road.

From the intersection, Alternate 3B proceeds southeasterly to the at-grade intersection with U.S. Route 1 described under Alternate 3. The typical section in this area would transition from a four lane closed divided roadway with a 20 foot wide raised median at Joppa Road to a six lane closed divided roadway with a 30 foot wide raised median at U.S. Route 1. The roadway would have a design speed of 50 mph.

The alternate continues east of U.S. Route 1 to its terminus at existing Maryland Route 43 between Honeygo Boulevard and I-95, with the same typical section, alignment and intersections as described under Alternate 3.

No new connection would be provided at I-695 under this alternate. Traffic travelling west on Maryland Route 43 desiring to continue west would turn left at U.S. Route 1 and travel south to I-695 or turn left at Joppa Road and enter I-695 via Harford Road.

Following are the intersections with Maryland Route 43 anticipated to be signalized under Alternate 3B and their projected level of service.

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INTERSECTION WITH  
MARYLAND ROUTE 43

LEVEL OF SERVICE (Year 2010)

Joppa Road	F(1.32)*
U.S. Route 1	F(1.16)
Perry Hall Boulevard	F(1.02)
Honeygo Boulevard	C

\*Volume/Capacity Ratio

e. Alternate 3B Modified (See Figures II-8 through II-10)

This alternate was developed after the Alternates Meeting in an attempt to improve traffic operations on Joppa Road over those provided by Alternate 3B.

Under Alternate 3B Modified, Maryland Route 43 would begin as an at-grade intersection with proposed Walther Boulevard south of Joppa road. Walther Boulevard would be constructed from existing Walther Boulevard at the southern boundary of Belmont Park to Joppa Road as a four lane divided closed section roadway with a 16 foot wide raised median. Left turn lanes would be provided on Walther Boulevard at Maryland Route 43 and Joppa Road, on westbound Joppa road at Walther Boulevard, and on westbound Maryland Route 43 at Walther Boulevard. A right turn lane would be provided on eastbound Joppa Road at Walther Boulevard. Walther Boulevard would have a 40 mph design speed.

From the above described intersection with Maryland Route 43 alignment would proceed east through Belmont Park and then turn southeast to the at-grade intersection with U.S. Route 1 described under Alternate 3. Through this area, Maryland Route 43 would have a 50 mph design speed. The typical

section would transition from a four lane roadway with 20 foot wide median to a six lane roadway with a 30 foot wide median.

East of U.S. Route 1, Alternate 3B Modified is identical to Alternate 3.

Traffic travelling west on Maryland Route 43 desiring to continue west would turn left at U.S. Route 1 and travel south to I-695 or turn right on Walther Boulevard, left on Joppa Road and enter I-695 via Harford Road.

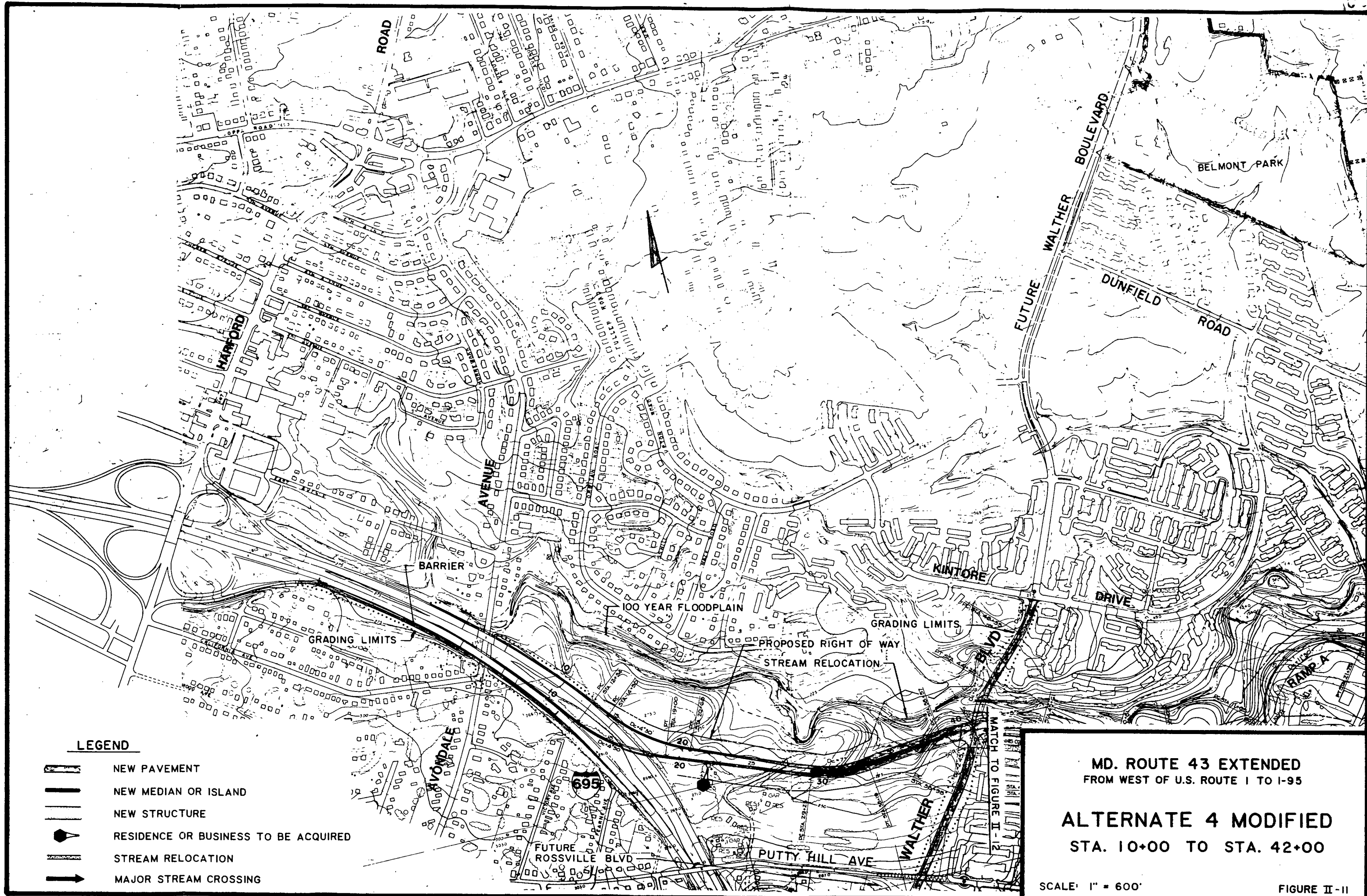
Following are the intersections anticipated to be signalized under Alternate 3B Modified and their projected level of service:

<u>INTERSECTION WITH MARYLAND ROUTE 43</u>	<u>LEVEL OF SERVICE (Year 2010)</u>
Joppa Road - Walther Boulevard	F(1.45)*
Md. Rte. 43 - Walther Boulevard	B
Md. Rte. 43 - U. S. Route 1	F(1.16)
Md. Rte. 43 - Perry Hall Boulevard	F(1.02)
Md. Rte. 43 - Honeygo Boulevard	C







\*Volume/Capacity Ratio

f. Alternate 4 Modified - Preferred Alternate  
(See Figures II-11 through II-13)

Alternate 4 Modified begins as a partial interchange with I-695 between Maryland Route 147 (Harford Road) and U.S. Route 1 (Belair Road) described under Alternate 3. The ramps widen to two lanes in each direction and converge approximately 1,200 feet west of Walther Boulevard. The alignment then



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW STRUCTURE
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  STREAM RELOCATION
-  MAJOR STREAM CROSSING

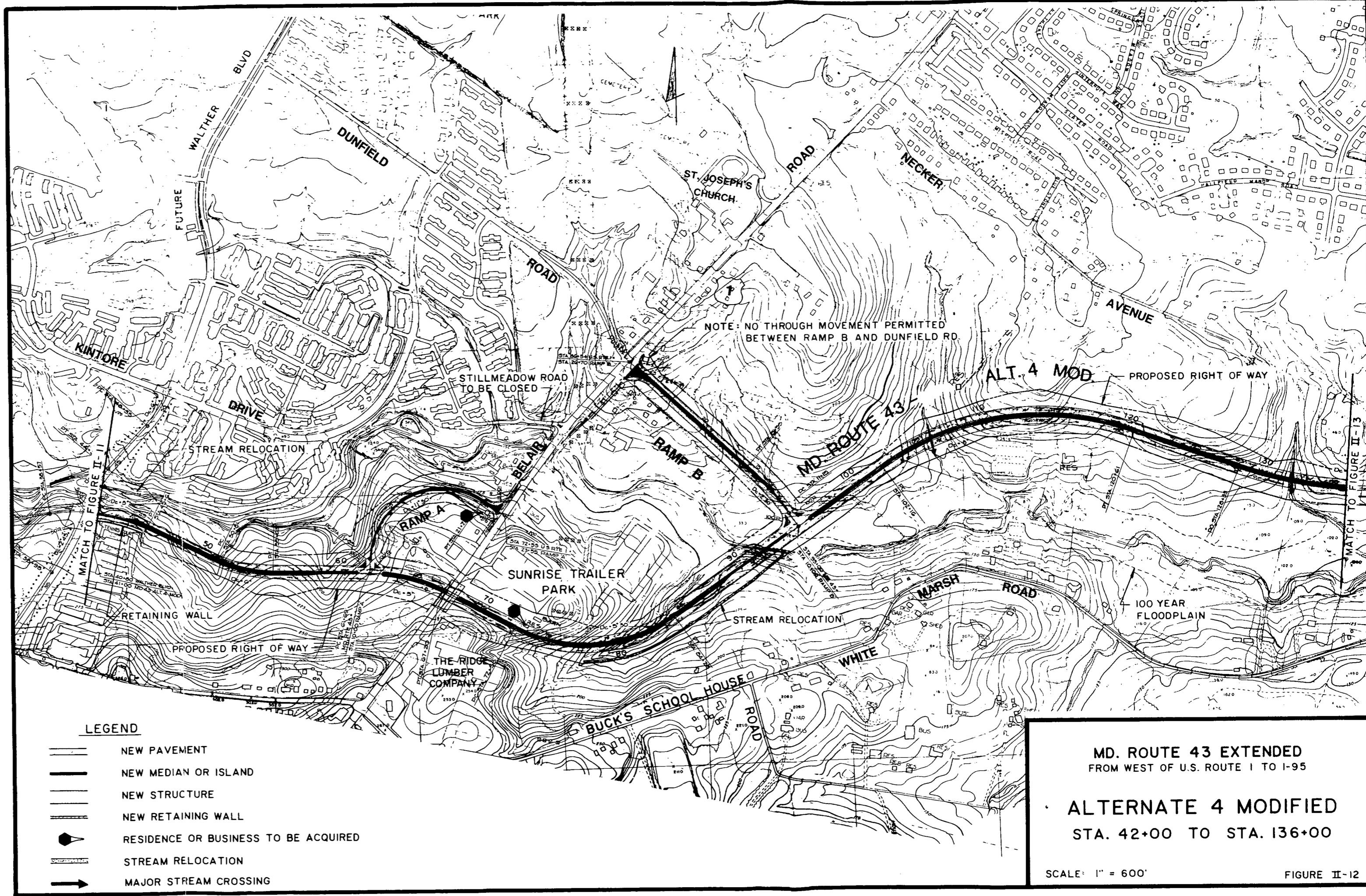
MD. ROUTE 43 EXTENDED  
FROM WEST OF U.S. ROUTE 1 TO I-95

**ALTERNATE 4 MODIFIED**  
STA. 10+00 TO STA. 42+00

SCALE: 1" = 600'

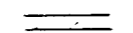

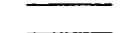
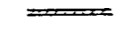

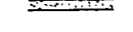

FIGURE II-11





NOTE: NO THROUGH MOVEMENT PERMITTED BETWEEN RAMP B AND DUNFIELD RD.

**LEGEND**

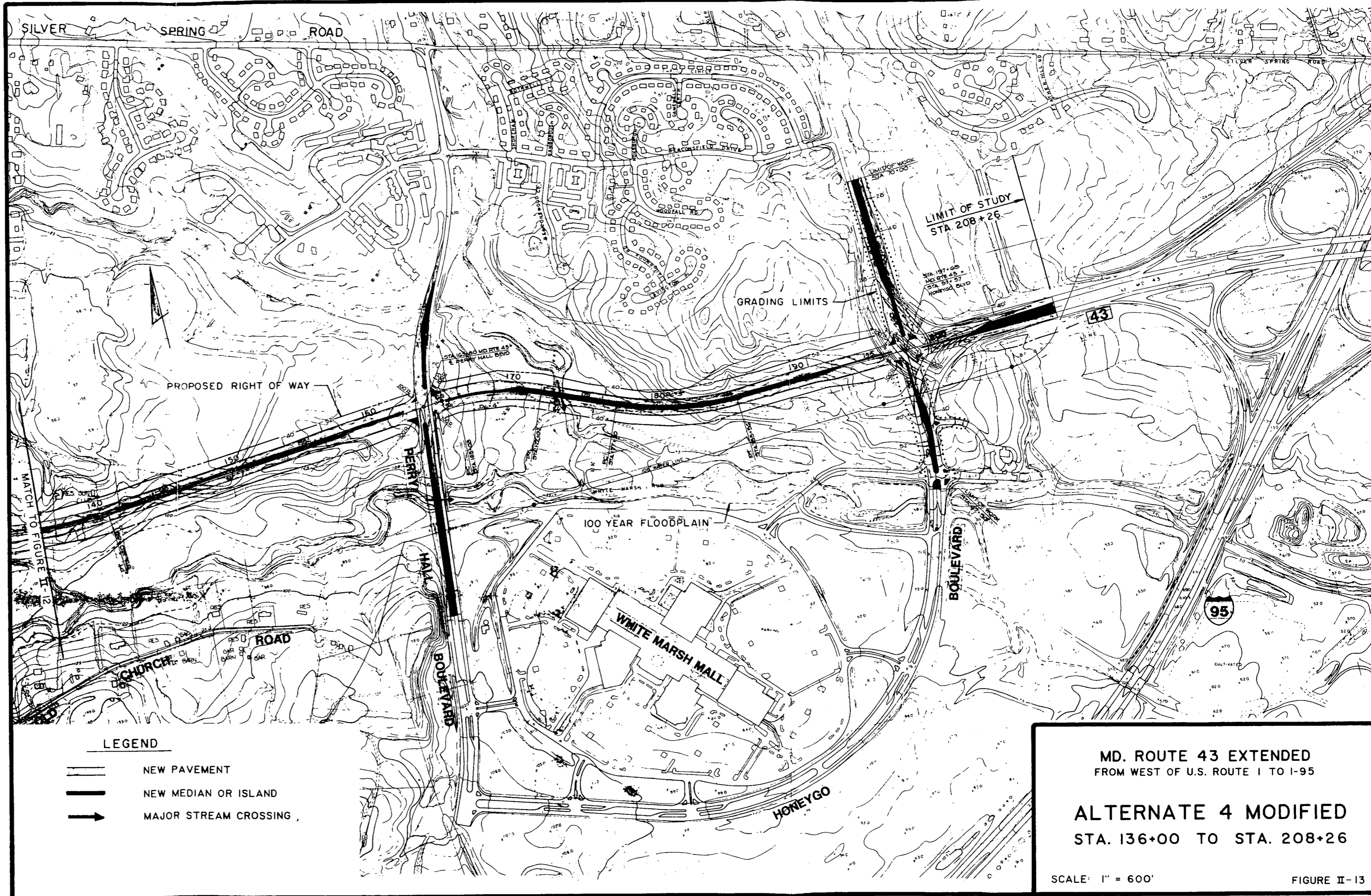
-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW STRUCTURE
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  STREAM RELOCATION
-  MAJOR STREAM CROSSING

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95

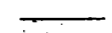


**ALTERNATE 4 MODIFIED**  
 STA. 42+00 TO STA. 136+00

SCALE: 1" = 600'

FIGURE II-12



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  MAJOR STREAM CROSSING

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95  
  
**ALTERNATE 4 MODIFIED**  
 STA. 136+00 TO STA. 208+26  
  
 SCALE: 1" = 600'  
 FIGURE II-13

proceeds easterly to an at-grade intersection with proposed Walther Boulevard. Maryland Route 43 from I-695 to Walther Boulevard would have a 50 mph design speed.

At the intersection with Walther Boulevard, right turn deceleration lanes and double left turn lanes would be provided on Maryland Route 43. Walther Boulevard would be constructed from proposed Rossville Boulevard to existing Kintore Drive as a 55 foot closed section roadway with a 40 mph design speed.

From Walther Boulevard, the alignment would continue easterly, staying on the south side of Whitemarsh Run and passing beneath U.S. Route 1 between the Sunrise Trailer Park and the Ridge Lumber Company. U.S. Route 1 would be maintained at its existing grade and a bridge would be constructed to carry it over Maryland Route 43. Maryland Route 43 from Walther Boulevard to U.S. Route 1 would have a 50 mph design speed.

Between I-695 and U.S. Route 1, special attention would be given to minimizing the environmental and visual impacts on nearby residential communities. Landscaping will be provided in an attempt to screen the adjacent communities. The vertical profile has been lowered to reduce visual impacts. In addition, consideration is being given to restricting this section to passenger vehicles only, and prohibiting its use by heavy trucks and commercial vehicles. Access between U.S. Route 1 and Maryland Route 43 would be provided with two connecting roadways, designated as Ramp A and Ramp B.

State  
No truck

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Ramp A (see Figure II-12) would be constructed from Maryland Route 43 approximately 600 feet west of U.S. Route 1 to U.S. Route 1 approximately 700 feet north of Maryland Route 43 and would carry all Maryland Route 43 traffic desiring to go south on U.S. Route 1 and all southbound U.S. Route 1 traffic desiring to go either east or west on Maryland Route 43. A deceleration lane would be provided on southbound U.S. Route 1. East of Ramp A, Maryland Route 43 would be a six lane closed section roadway with a 30 foot wide raised median. On the westbound roadway the outside lane would drop at the exit to Ramp A, and an auxiliary acceleration lane would be provided west of the intersection. The eastbound roadway would widen to three lanes just west of the intersection with Ramp A and a double left turn would be provided to Ramp A. Ramp A would be a four lane divided closed section roadway with a 20 foot wide raised median, a 40 mph design speed.

Beyond U.S. Route 1, Maryland Route 43 would curve to the northeast and cross Whitemarsh Run. Ramp B (see Figure II-12) would be constructed from U.S. Route 1 opposite Dunfield Road to Maryland Route 43 and convey all northbound U.S. Route 1 traffic desiring to go east or west on Maryland Route 43 and all Maryland Route 43 traffic desiring to go north on U.S. Route 1. There would be deceleration and acceleration lanes on westbound Maryland Route 43 and a double left on eastbound Maryland Route 43 at Ramp B, which would be a four lane divided

closed section roadway with a 20 foot wide raised median. There would be a deceleration lane on northbound U.S. Route 1 for the right turn movement to the ramp and the right turn movement from the ramp to northbound U.S. Route 1 would be made as a double right controlled by a signal. No through movements between Dunfield Road and Ramp B would be permitted. Ramp B would have a 40 mph design speed. Maryland Route 43 between U.S. Route 1 and Ramp B would have a 50 mph design speed.

Beyond Ramp A, Maryland Route 43 would curve to the east, following the north side of Whitemarsh Run to an at-grade intersection with Perry Hall Boulevard north of the existing culvert conveying Whitemarsh Run beneath Perry Hall Boulevard. This section of the alignment would have a design speed of 60 mph. Right turn deceleration and acceleration lanes as well as double left turn lanes would be provided on Maryland Route 43. Perry Hall Boulevard would be widened through the intersection to provide four basic lanes, double left turn lanes, right turn deceleration lanes and a right turn acceleration lane southbound.

Alternate 4 Modified would continue eastward crossing Honeygo Boulevard as an at-grade intersection and tying into existing Maryland Route 43 between Honeygo Boulevard and I-95. This section of the alignment would have a design speed of 60 mph. Right turn deceleration and acceleration lanes as well as double left turn lanes would be provided. Honeygo Boulevard

would be reconstructed, removing the existing temporary interchange and providing four through lanes, double left turn lanes and deceleration and acceleration lanes.

The following intersections are anticipated to be signalized and their projected levels of service are as follows:

<u>INTERSECTION</u>	<u>LEVEL OF SERVICE (YEAR 2010)</u>
Md. Rte. 43 - Walther Boulevard	E(0.95)*
Md. Rte. 43 - Ramp A	D
Md. Rte. 43 - Ramp B	E(0.94)
U.S. Rte. 1 - Ramp A **	D
U.S. Rte. 1 - Ramp B	E(0.93)
Md. Rte. 43 - Perry Hall Boulevard	E(0.98)
Md. Rte. 43 - Honeygo Boulevard	C

\*Volume/Capacity Ratio

\*\*Not Signalized

Currently, there is a large a.m. movement of traffic from the residential areas of White Marsh, Perry Hall, and Belmont to westbound I-695 and a corresponding p.m. movement from eastbound I-695 to the residential areas. This movement will increase as development continues, thereby further congesting the existing roads providing access between the residential areas and I-695 (i.e. U.S. Route 1, Joppa Road, and Harford Road). One of the primary objectives of the study, therefore, became the provision of another means of access to I-695 without diverting through traffic from I-695 and I-95. It is felt that Alternate 4 Modified best meets this objective because it provides the additional access to I-695 without travelling through

the middle of a residential area. Also, travel time studies indicate that, although Alternate 4 Modified would provide a slightly shorter distance between I-695 and I-95 (4.4 miles for Alternate 4 Modified vs 5.8 miles for I-695 and I-95), the signalized intersections and lower speed limit on Maryland Route 43 would result in travel time at least 30% longer than the I-695 and I-95 route. It is, therefore, anticipated that few if any motorists would use Maryland Route 43 as a shortcut between I-695 and I-95.

## 2. U.S. Route 1 Alternates

### a. No-Build Alternate

The No-Build Alternate would provide no major improvements to the existing road. Normal maintenance would continue and spot safety improvements would be undertaken where feasible.

As traffic volumes increase as a result of the planned development in the area, congestion and accidents would also increase.

This alternate was retained for further study as a basis of comparison of the Build Alternates.

The purpose of the U.S. Route 1 project planning study is to determine the optimum typical section and alignment for the improvement of U.S. Route 1 from I-695 to north of Silver Spring Road, a distance of 2.06 miles.

Existing U. S. Route 1 within the study area has a minimum of four lanes with a fifth continuous left turn

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lane through several areas. Lanes in some areas are as narrow as 9 feet. Signalized intersections exist or are planned at the following locations:

Fitch Avenue  
Fullerton Plaza/Putty Hill Plaza  
Rossville Boulevard (Planned)  
Putty Hill Avenue/Ridge Road  
Dunfield Road  
St. Joseph's Church  
Silver Spring Road

The intersections at Putty Hill Avenue/Ridge Road and Silver Spring Road are operating at or near capacity.

The vertical curves at the following locations do not meet the current design criteria for a 40 mph design speed.

Sag at Rossville Boulevard  
Crest at Putty Hill Avenue/Ridge Road  
Sag at Whitemarsh Run  
Crest at St. Joseph's Church  
Sag south of Necker Avenue  
Crest north of Necker Avenue

Two Build Alternates have been developed for U.S. Route 1, a 7-lane alternate and a 6-lane divided alternate (see Figure II-14 for typical sections). Both Build Alternates would include lengthening the vertical curves at all of the above



locations except the crest north of Necker Avenue, which is not proposed for revision because its sight distance is only slightly inadequate for 40 mph and the adjacent development would be severely impacted by lengthening the vertical curve. No revision of the existing grades, some of which are as steep as 6.7%, is contemplated.

The proposed Build Alternates would generally follow the existing horizontal alignment, with widening on one or both sides depending upon physical constraints. Both Build Alternates would provide right turn lanes at major intersections and double left turn lanes at Dunfield Road and proposed Maryland Route 43 (Alternates 3, 3A, 3B, and 3B Modified). Variable width slope easements outside the right of way would be required.

Traffic volumes and hence level of service along U.S. Route 1 will vary depending upon the Maryland Route 43 alternate constructed. Figure III-5 shows the Average Daily Traffic (ADT) on U.S. Route 1 and Table IV-1 shows the level of service at the major intersections.

Both Build Alternates would require the acquisition of Waldman's Seven Mile House located on the east side of U.S. Route 1 between Necker Avenue and St. Joseph's Church. This site is considered eligible for the National Register of Historic Places and an alignment to avoid acquisition of the House has therefore been developed and is evaluated in Section IV-G.

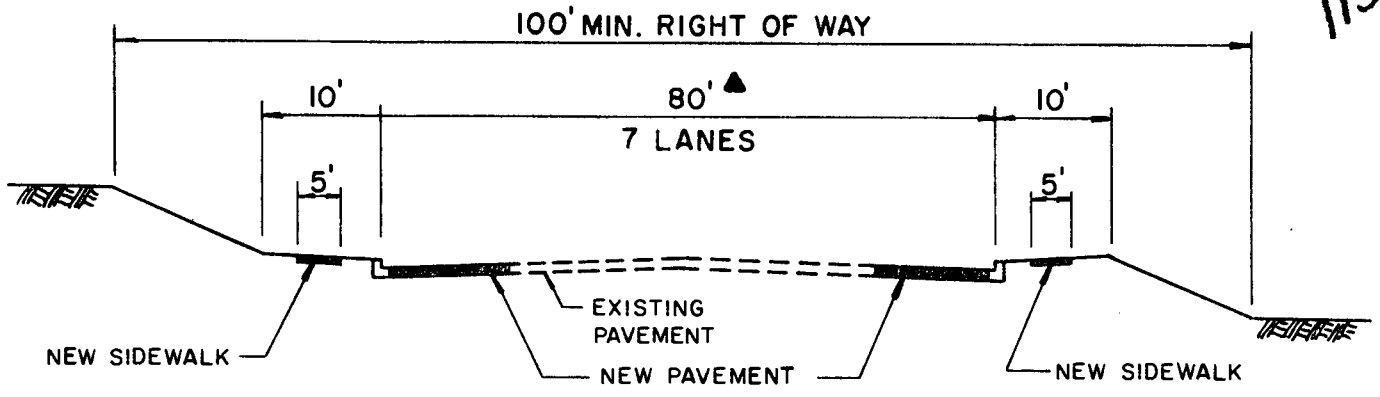
114

b. Six-Lane Divided Alternate (See Figures II-15 through II-18)

This alternate would provide two 35-foot wide roadways (three lanes in each direction) separated by a 20-foot wide raised median with curbs within a 110-foot wide right of way. Left-turn lanes and median openings would be provided at intersections and major traffic generators.

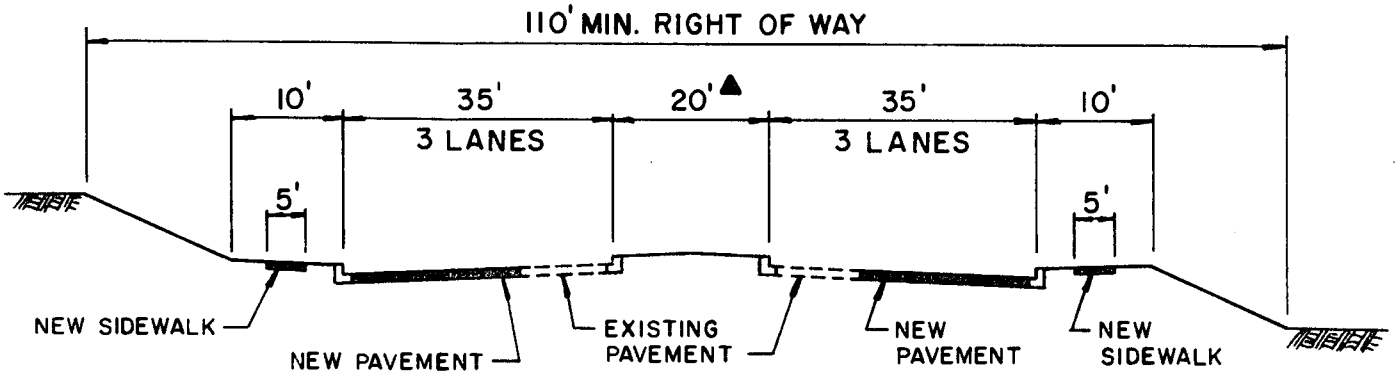
c. Seven Lane Alternate (See Figures II-19 through II-22)

This alternate would provide an 80 foot wide closed section roadway contained within a 100 foot right of way. There would be three lanes in each direction and a center lane serving as a continuous left turn lane for direct access to adjacent properties' entrances and intersections.



▲ 91' AT DUNFIELD RD AND PROPOSED MD ROUTE 43

7 LANE ALTERNATE



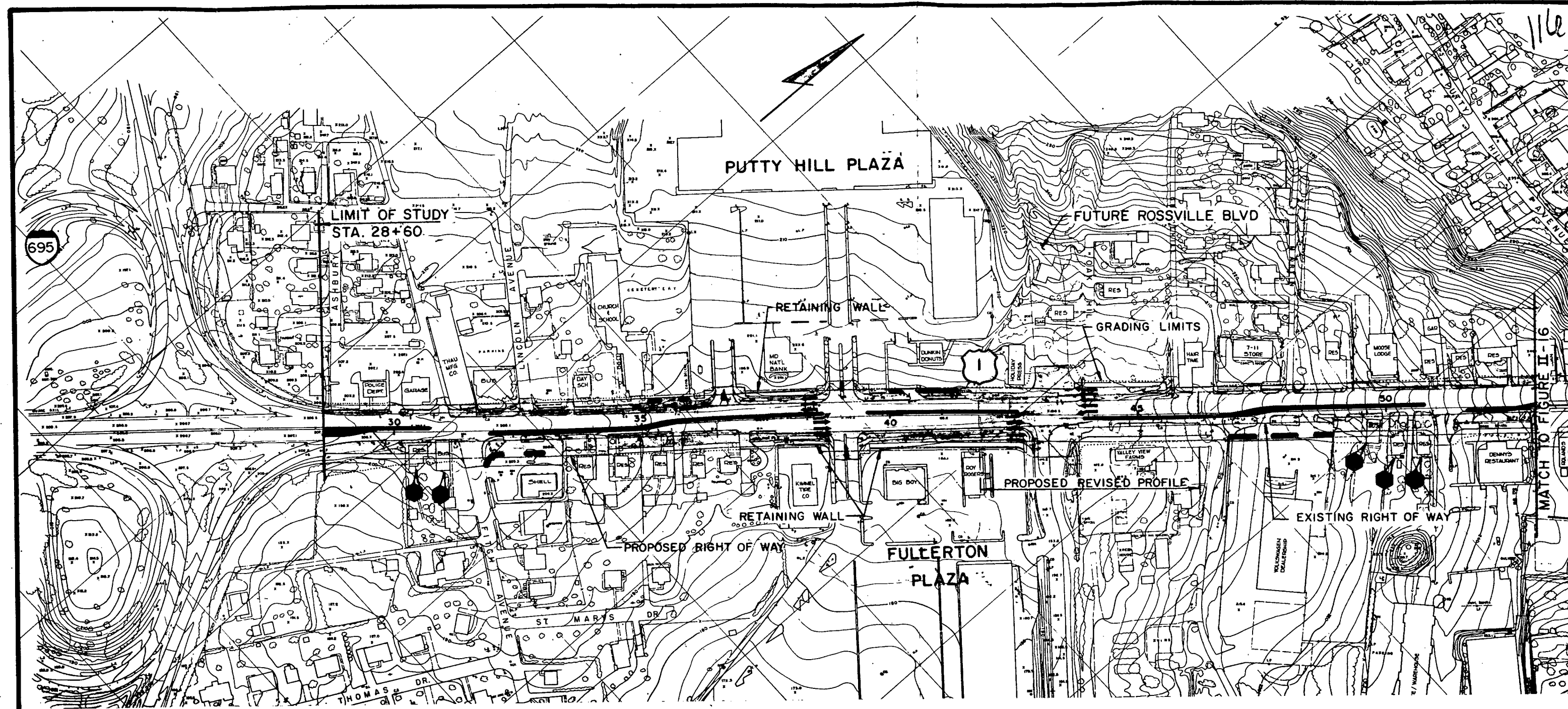
▲ 30' AT DUNFIELD RD AND PROPOSED MD ROUTE 43 (ALTS. 3, 3A, AND 3B)

6 LANE DIVIDED ALTERNATE



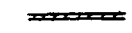


NOTES

1. RIGHT-TURN AUXILIARY LANES TO BE PROVIDED AT MAJOR INTERSECTIONS.
2. DOUBLE LEFT-TURN LANES TO BE PROVIDED AT DUNFIELD ROAD AND PROPOSED MD ROUTE 43 (ALTS. 3, 3A, AND 3B).
3. THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

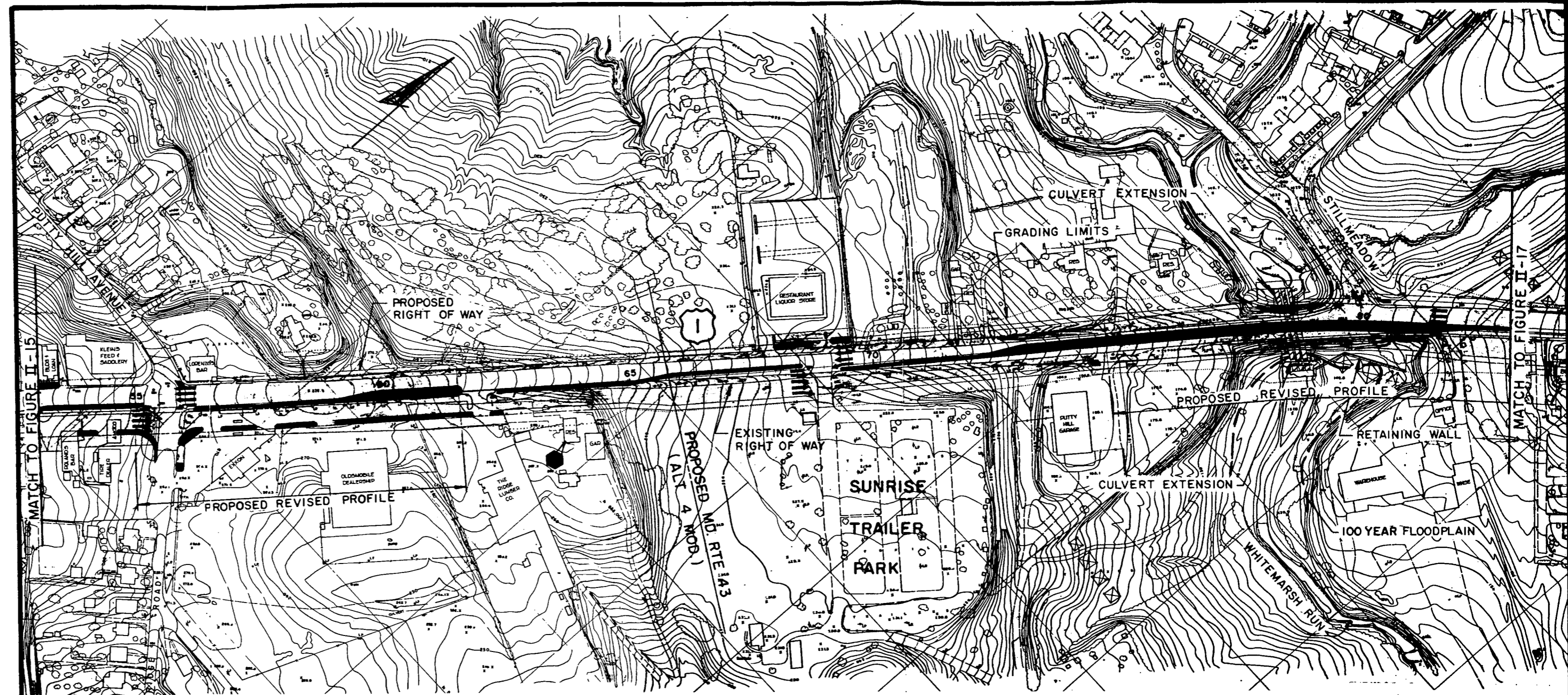
**TYPICAL SECTIONS  
U. S. ROUTE I**








**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

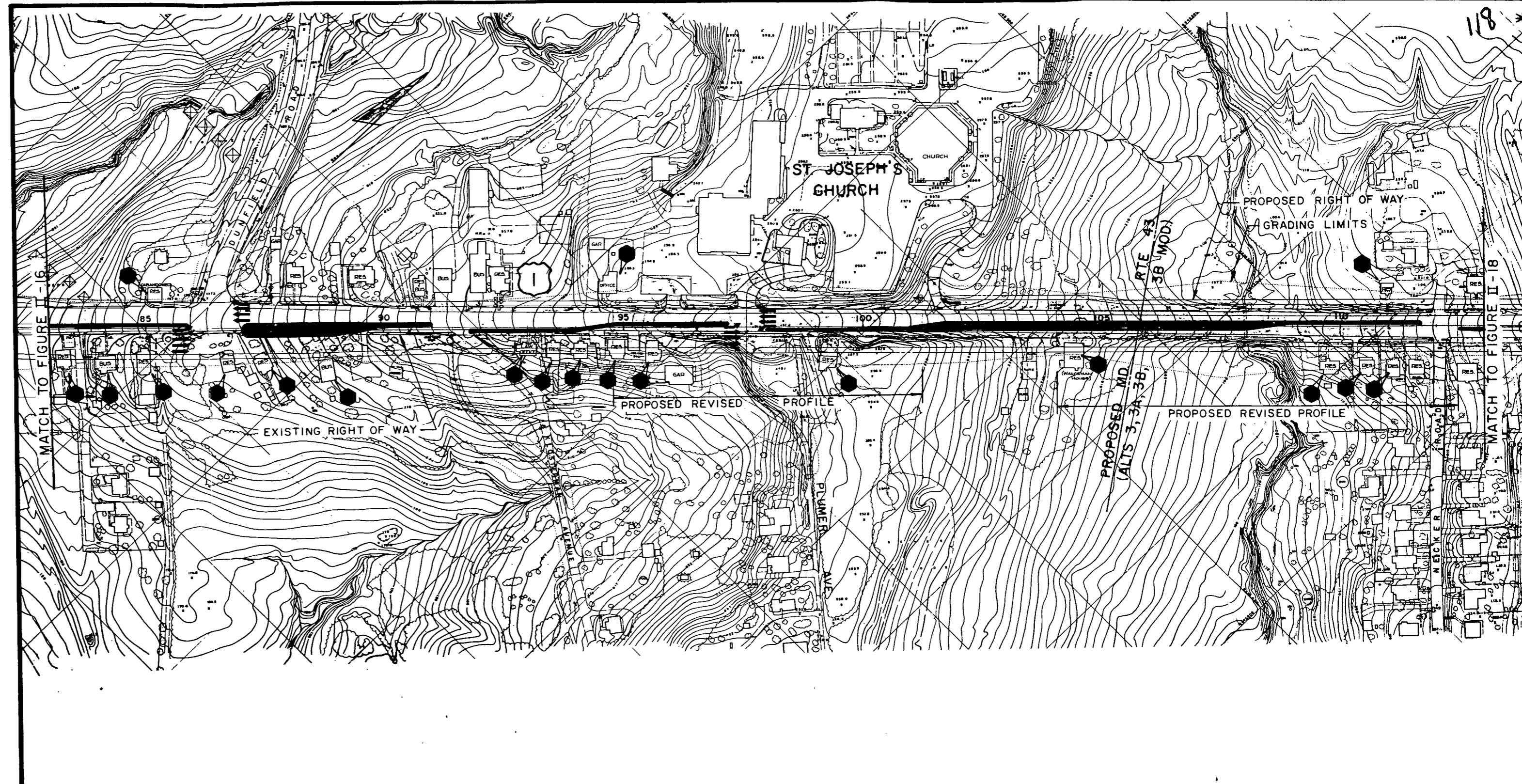
**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 28+60 TO STA. 53+00  
 SCALE: 1" = 200'  
 FIGURE II-15



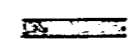

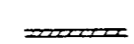


**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

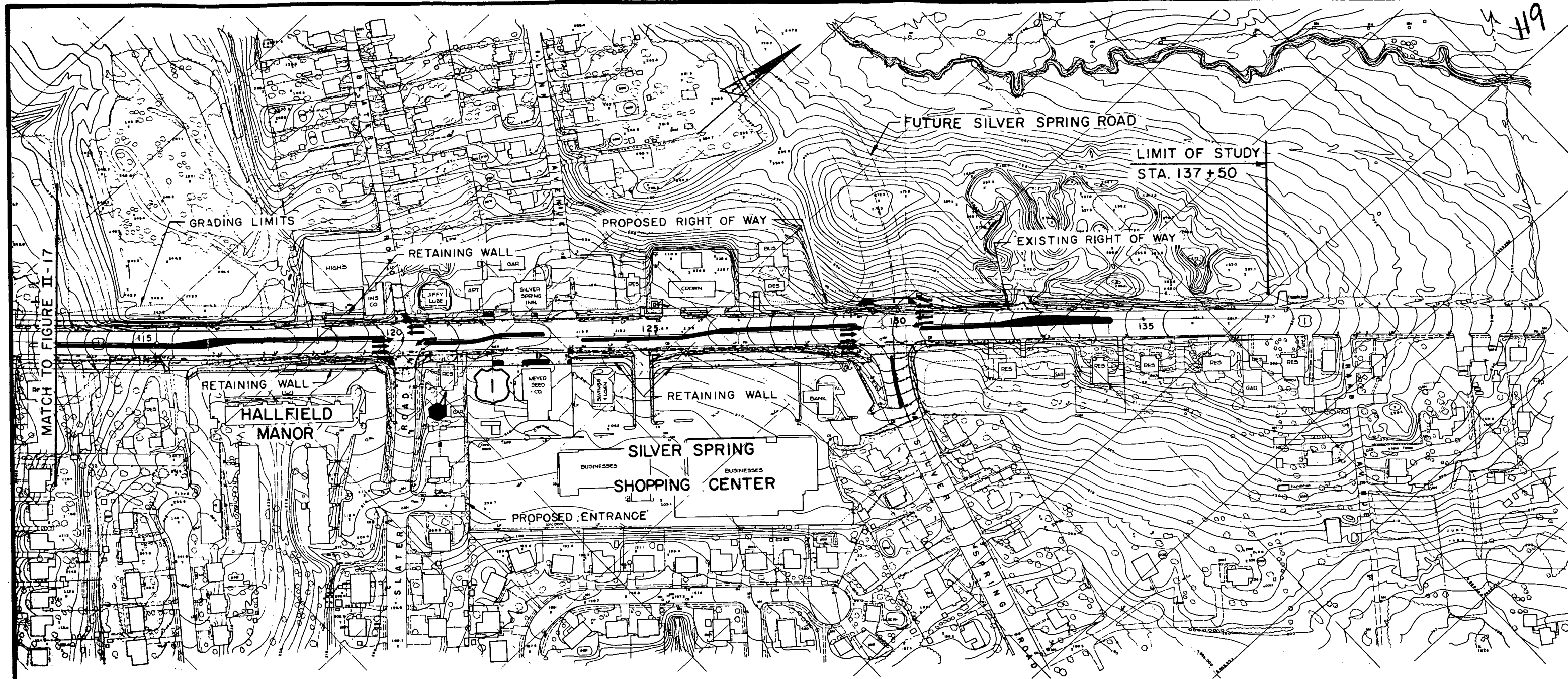
**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 53+00 TO STA. 83+00  
 SCALE: 1" = 200'  
 FIGURE II-16








**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

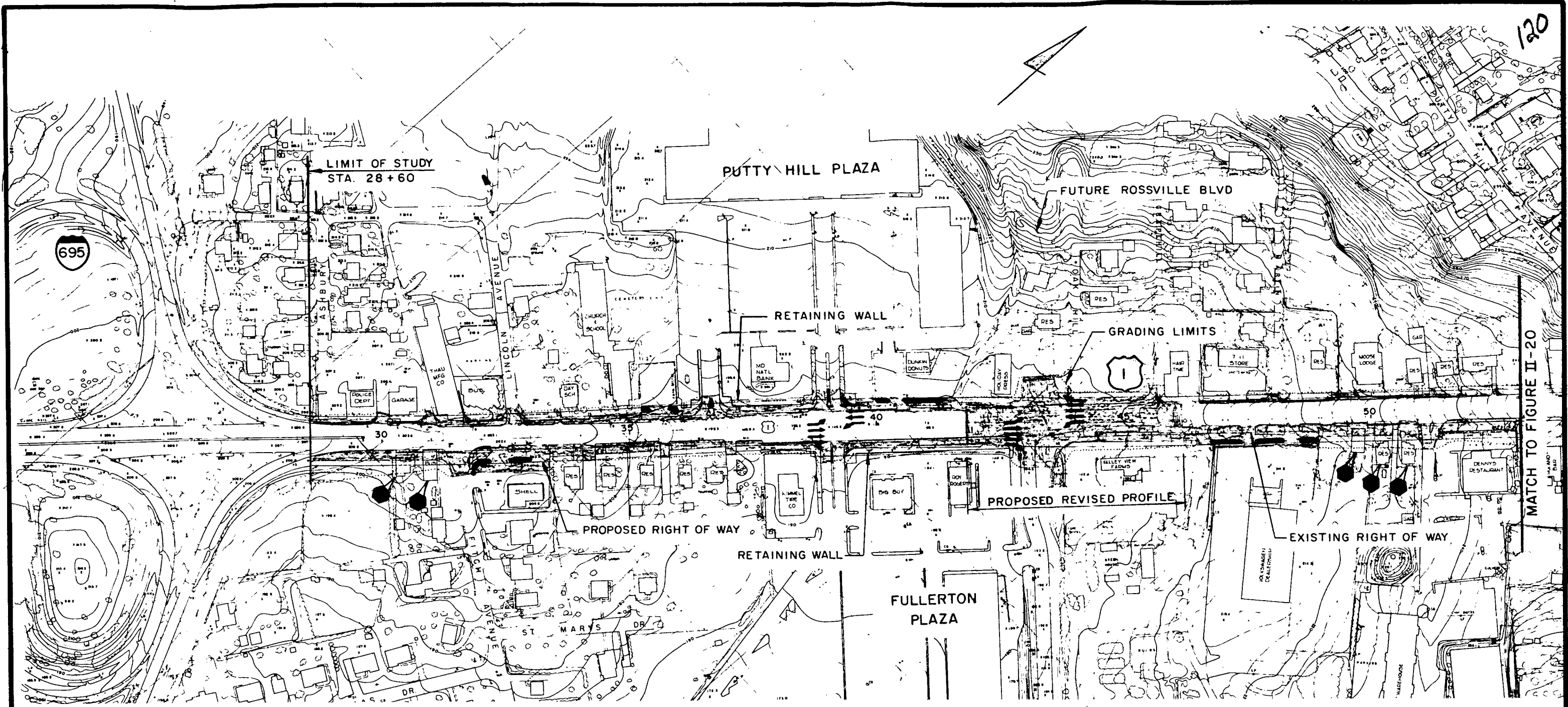
**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 83+00 TO STA. 113+00  
 SCALE: 1" = 200'  
 FIGURE II-17








**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 113+00 TO STA. 137+50  
 SCALE: 1" = 200'  
 FIGURE II-18

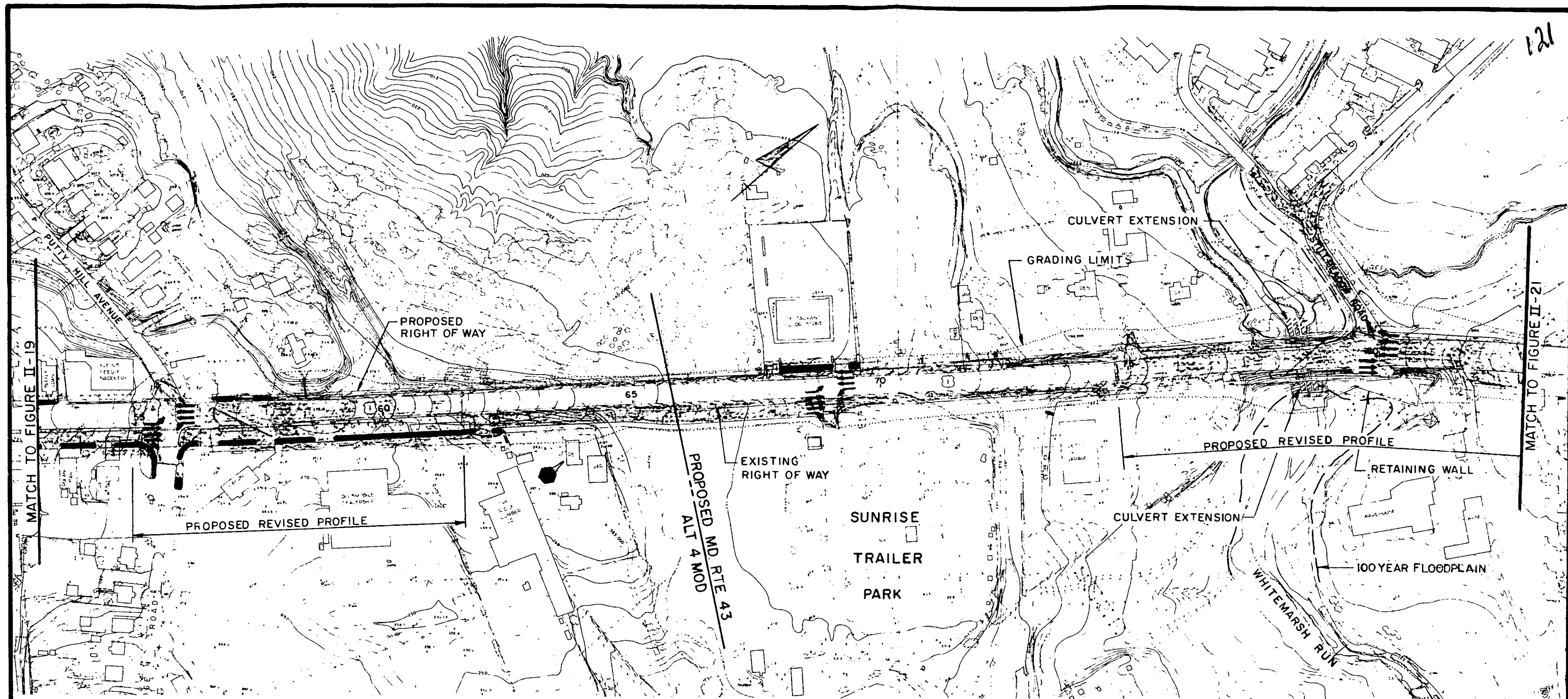


**LEGEND**

-  NEW PAVEMENT
-  NEW ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM J-695 TO NORTH OF SILVER SPRING ROAD  
  
**7-LANE ALTERNATE**  
 STA. 28+60 TO STA. 53+00  
  
 SCALE: 1" = 200' FIGURE II-19

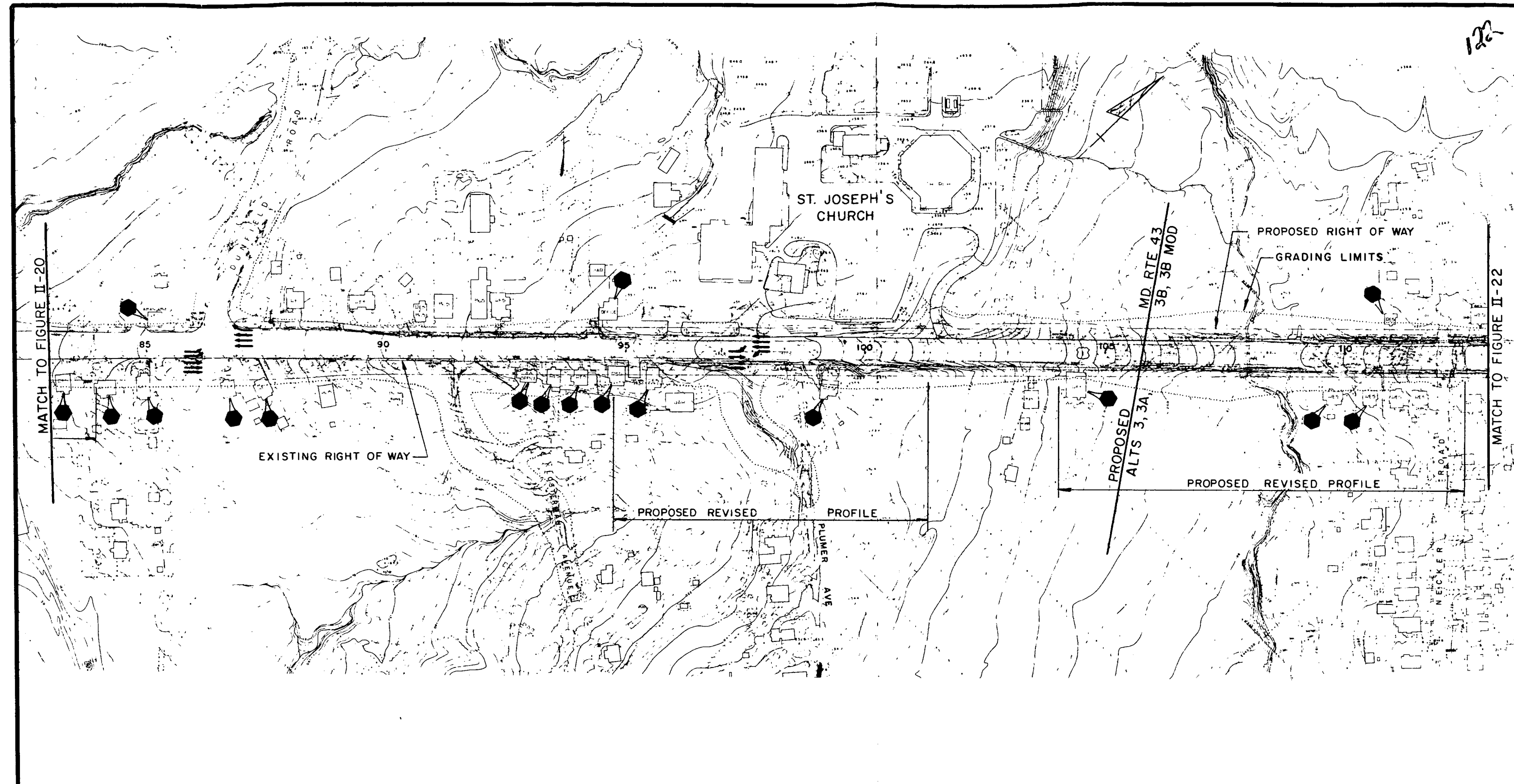







**LEGEND**

- NEW PAVEMENT
- NEW ISLAND
- NEW RETAINING WALL
- RESIDENCE OR BUSINESS TO BE ACQUIRED
- LANE INDICATION

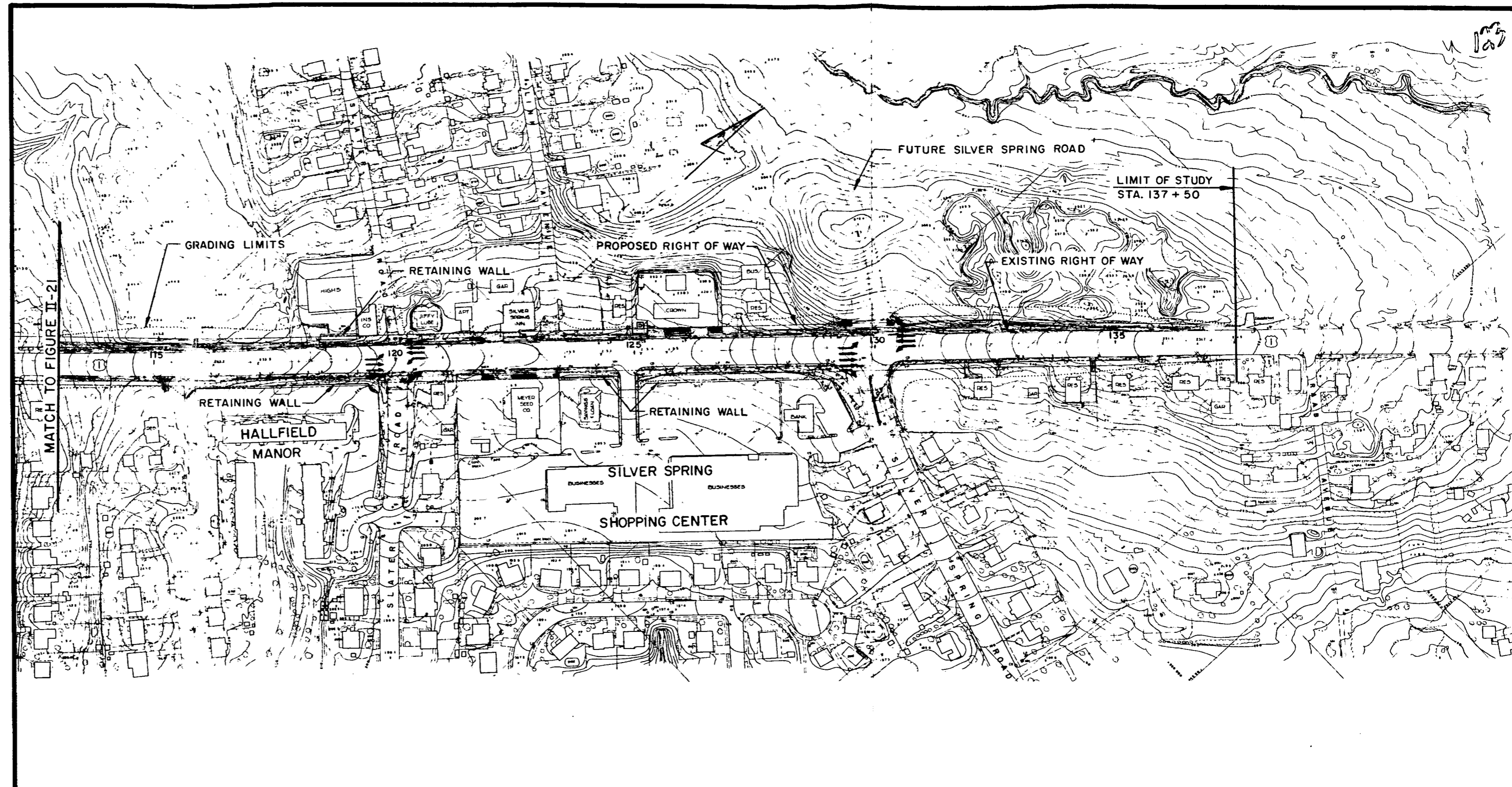
**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
  
**7-LANE ALTERNATE**  
 STA. 53+00 TO STA. 83+00  
  
 SCALE: 1" = 200'  
 FIGURE II-20

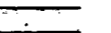





**LEGEND**

-  NEW PAVEMENT
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
  
**7-LANE ALTERNATE**  
 STA. 83+00 TO STA. 113+00  
  
 SCALE: 1" = 200'  
 FIGURE II-21



- LEGEND**
-  NEW PAVEMENT
  -  NEW ISLAND
  -  NEW RETAINING WALL
  -  LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
  
**7-LANE ALTERNATE**  
 STA. 113+00 TO STA. 137+50  
  
 SCALE: 1" = 200'  
 FIGURE II-22

**III**  
**AFFECTED**  
**ENVIRONMENT**

III. AFFECTED ENVIRONMENT

A. Social, Economic, and Land Use

1. Social Environment

a. Population

Baltimore County

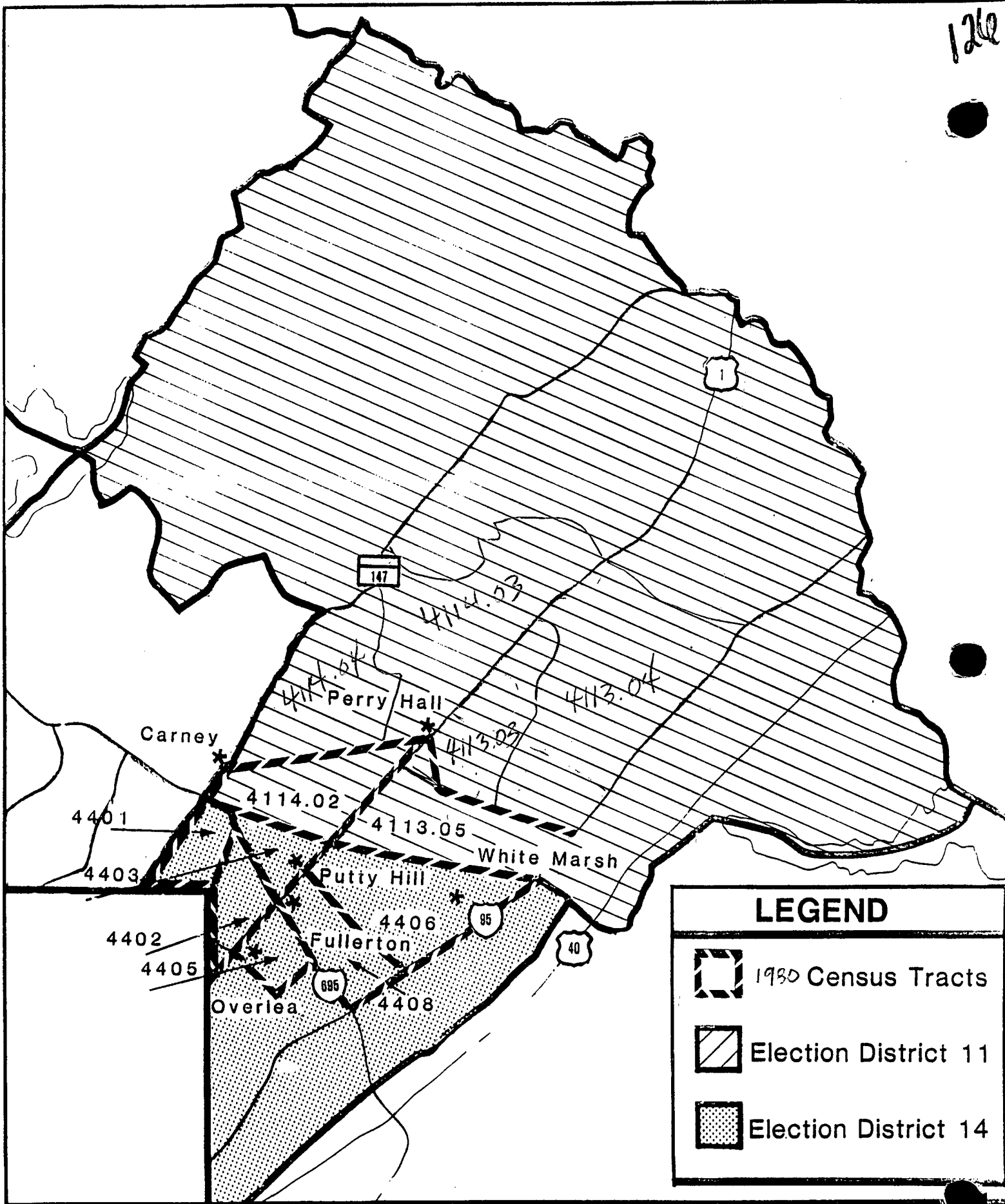
Baltimore County's population increased by 26.0% from 1960 to 1970, and slowed to a 5.6% increase by 1980. In 1970, most of the county's population was located within the Beltway. Although this is still true, most of the new growth has occurred outside the Beltway.

The 1974 sewer moratoria in the Patapsco, Gwynns Falls and Jones Falls watersheds have resulted in a shift in population distribution in the county. Before 1974, most new growth was occurring in the northwest and western parts of Baltimore County in the areas of Woodlawn, Randallstown, and Reisterstown. Since then, that growth has shifted east to the Perry Hall, White Marsh, Rossville, and Middle River areas within and near the project study area.




Election District 11

The portion of the study area which lies north of Whitemarsh Run is within Election District 11 (See Figure III-1). This district's population increased by 48.2% from 1970 to 1980. This is a significant increase compared to the county as a whole, but even more dramatic increases have occurred in the census tracts which include White Marsh (75.4%), Perry Hall (59.0%), and Carney (401.1%).

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**LEGEND**

-  1980 Census Tracts
-  Election District 11
-  Election District 14

**ELECTION DISTRICTS AND CENSUS TRACTS**

MD. RTE. 43 EXT./U.S. RTE. 1

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TABLE III-1  
POPULATION IN STUDY AREA ELECTION DISTRICTS AND CENSUS TRACTS

	<u>1970</u>	<u>1980</u>	<u>Percent of Change 1970-1980</u>
Baltimore County	621,077	655,615	5.6%
Election District #11	26,614	39,440	48.2%
Census Tracts:			
4113.01 (White Marsh) <sup>1</sup>	6,505	11,404 <sup>1</sup>	75.3%
4114.01 (Perry Hall) <sup>2</sup>	5,322	8,460 <sup>2</sup>	59.0%
4114.02 (Carney)	1,558	7,807	401.1%
Election District #14	36,409	42,258	16.1%
Census Tracts:			
4401 (Parkville)	6,292	5,222	17.0%
4402 (Fullerton)	1,895	2,973	56.9%
4403 (Putty Hill)	465	1,219	162.2%
4405 (Overlea)	3,506	2,858	18.5%
4406	1,318	1,178	-10.6%
4408	638	1,919	200.7%

<sup>1</sup> 1970 Census Tract 4113.01 was split into census tracts 4113.03, 4113.04, and 4113.05 in 1980. The 1980 population is the total of these three tracts.

<sup>2</sup> 1970 Census Tract 4114.01 was split into census tracts 4114.03 and 4114.04 in 1980. The 1980 population is the total of these two tracts.

Election District 14

The study area south of Whitemarsh Run is within Election District 14 (Figure III-1) which has increased at a much lower rate, 16.1%, than District 11. Again, several census tracts within the district experienced high increases including Fullerton (56.9%) and Putty Hill (162.2%).

b. Ethnic Characteristics

The 1980 population within the study area census tracts was 97.1% white, .85% black, 1.5% Asian, and .25% were of some other ethnic background. In addition, .74% of the area's population were of Spanish-speaking origin, and 9.15% were 65 years of age and older.

Although there is a higher than average number of individuals of Asian origin, in several study area census tracts in District 11 (see Table III-2), no Asian communities have been identified within the study area. No other minority communities or concentrations of elderly persons have been identified in the area.

c. Neighborhoods (Figure III-1)

White Marsh

The community traditionally known as White Marsh is located just east of the study area between I-95 and U.S. Route 40. The area is currently a low density, largely undeveloped area. The White Marsh New Development Area, however, is located west of I-95 and has experienced considerable residential and commercial growth in recent years.



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TABLE III - 2  
ETHNIC CHARACTERISTICS OF STUDY AREA

	Percent of Pop. Within Study Area Census Tracts	ELECTION DISTRICT #11 CENSUS TRACTS				
		4113.03	4113.04	4113.05	4114.03	4114.04
Total	---	3,914	4,546	2,944	5,085	1,877
White	96.6%	3,877	4,356	2,759	4,894	1,860
Black	.82	11	65	51	20	3
Asian	2.33	21	112	124	164	7
Other	.23	5	13	10	7	7
Spanish speaking origin	1.35	38	99	68	36	7
65 and older	6.9	313	315	91	375	172

	Percent of Pop. Within Study Area Census Tracts	ELECTION DISTRICT #14 CENSUS TRACTS					
		4401	4402	4403	4405	4406	4408
Total	---	5,222	2,973	1,219	2,858	1,178	1,919
White	97.78%	5,199	2,847	1,168	2,853	1,174	1,787
Black	.89	0	35	33	0	0	69
Asian	.72	19	29	12	3	4	45
Other	.27	4	12	6	2	0	18
Spanish speaking origin	.13	74	72	8	5	3	36
65 and older	11.40	799	319	67	306	149	112

(Note: Percentages do not add up to 100% because those of Spanish-speaking origin also fall in other categories)

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Perry Hall

Perry Hall, located in the north of the study area near Belair and Joppa Roads, is an old farming, mining, and quarrying area composed of nearly 50 neighborhoods. According to the Baltimore County Master Plan the residents of Perry Hall have a strong sense of community identity with both their own smaller neighborhoods and with Perry Hall. Perry Hall's 1980 population was 13,455.

Carney

The community known as Carney is located around the Harford and Joppa Roads intersection in the west end of the study area. Carney had a 1980 population of 21,488.

Fullerton-Overlea

This area is located in the southwest portion of the study area, although Overlea is considered to be south of the Beltway. The area was settled before 1850 by German farmers and many of their descendants still live there. The community is considered very stable and has a strong identity and self-image. The area known as Putty Hill lies within the larger Fullerton area near the center of the study area, at the intersection of Putty Hill Avenue, Ridge Road, and Belair road. The 1980 population was 12,965.

2. Community Facilities (Figure III-2)

a. Churches

Among the various churches scattered throughout the area, two are within the study area. They are St. Joseph's

Catholic Church and St. Peter's Lutheran Church. Both of these churches are shown in Figure III-2.

b. Schools

The project area includes two elementary schools (Perry Hall Elementary and Carney Elementary), one Middle School (Perry Hall Middle), and one Senior High School (Perry Hall Senior High School).

There are two additional schools (St. Joseph's Rectory and Church, and St. Peter's Lutheran Church Christian Day School) which are within the project area and are associated with churches.

c. Parks and Open Space

Belmont Park is a 43.5 acre recreational area planned by the county as a neighborhood/community park. The park is located northwest of Belair Road on Jasper Lane and will initially include two ballfields, bathroom facilities, and a pavillion. Development of these facilities is scheduled to begin in 1985. Additional facilities planned for 1990 include a tennis and multi-use court and play equipment.

The area reserved for Fullerton Reservoir, east of Belair Road covers 200 acres of open space owned by Baltimore City.

d. Emergency Services

Fire protection to the project area is primarily provided by two fire companies. One project area fire company, Fullerton Station No. 8, is located on Fitch Avenue at Fitch Lane.

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LEGEND FOR FIGURE III-2

PARKS, RECREATION AREAS

1. Belmont Park

SCHOOLS

1. Perry Hall Elementary School
2. Perry Hall Middle School
3. Perry Hall Senior High School
4. Carney Elementary School

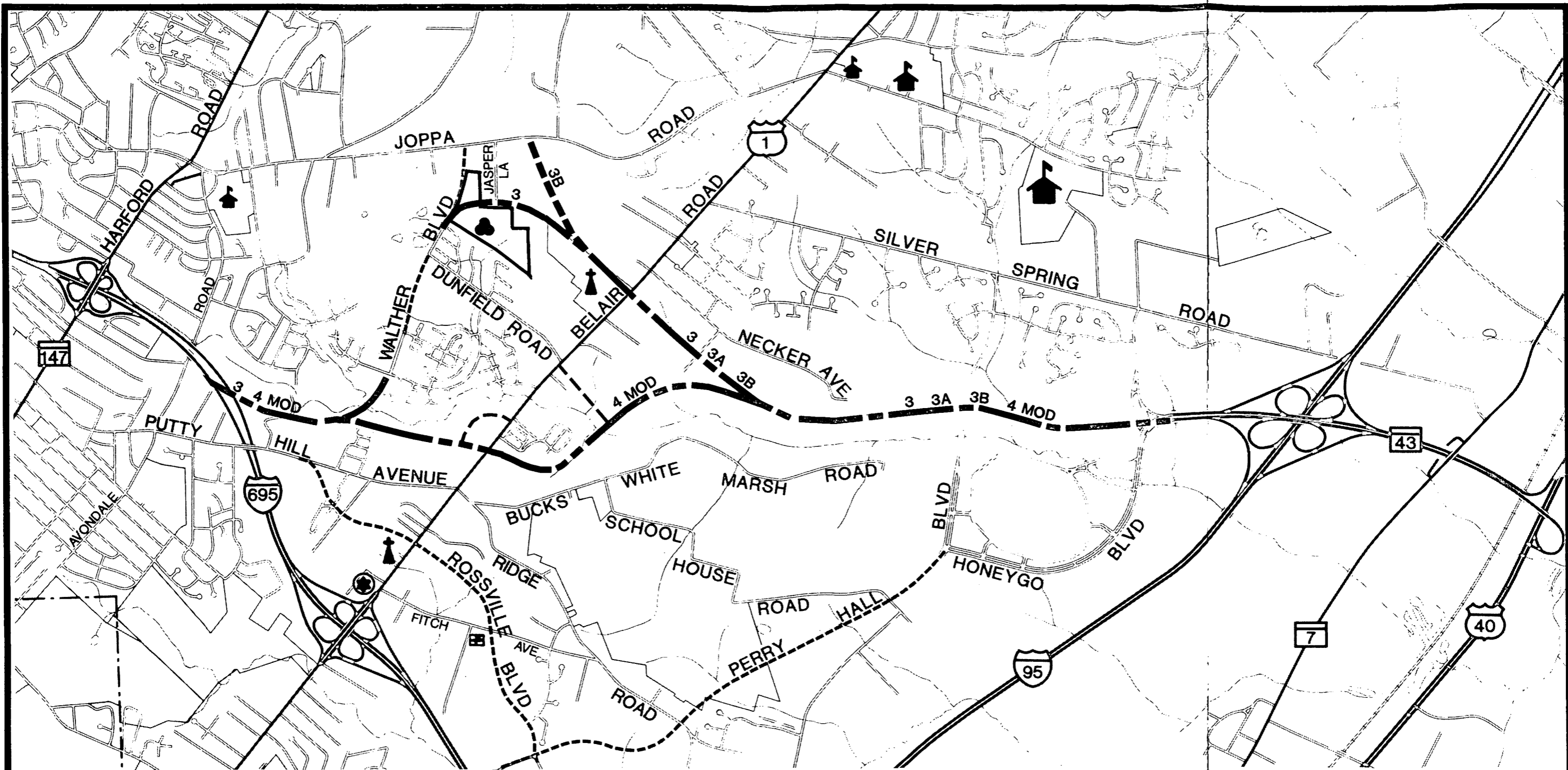
CHURCHES

1. St. Joseph's Rectory and Church (with associated school)
2. St. Peter's Lutheran Church (with associated school)

FIRE STATION




1. Fullerton Station No. 8

POLICE STATION



-  Park
-  Church
-  Fire Station
-  Police Station

**LEGEND**

-  Elementary School
-  Junior High School
-  Senior High School

**MARYLAND ROUTE 43**

**COMMUNITY FACILITIES**

SCALE: 1" = 2000'

FIGURE III-2

The planning area is also served by two additional fire companys which are outside of the project limits. One fire company is at the intersection of Old Harford Road and Putty Hill Avenue. The other fire company is on Ebenezer Road, between Maryland Route 7 (Philadelphia Road) and U.S. Route 40 (Pulaski Highway).

e. Law Enforcement

The project area is served by a police station located in the northwest quadrant of the Baltimore Beltway/ Belair Road intersection.

Another police station, outside the project limits, is located at the Old Harford Road/Putty Hill Avenue intersection.

f. Medical Facilities

At present, there are no health or hospital facilities within the limits of the project area. The nearest hospital is the Franklin Square Hospital, on Franklin Square Drive, approximately 3 miles from the project area.

3. Economic Setting

Baltimore County's labor force, like that of the nation as a whole, has changed significantly in the last few years. In the past, blue collar jobs such as machine operators and assemblers, offered the greatest opportunities for the largest numbers of people. The trend now, however, is an increasing demand for white collar workers, especially in sales, technical and clerical work.

These trends are evident in Election Districts 11 and 14 where the technical, administrative, clerical, and sales sectors have increased 3-7% since 1970. At the same time, the number of people employed as craftsmen, machine operators, fabricators, laborers and in related work declined 1-5%.

Baltimore County's Office of Planning has designated the White Marsh area as one of two major new growth centers in the county. This growth includes a major retail shopping facility (White Marsh Mall), and a major business community (White Marsh Business Park). Long range plans also include an industrial park east of I-95.

The current trends toward white collar job opportunities can be expected to increase as the White Marsh New Development Area nears completion. The partially constructed business park already has over 70,000 square feet of office and warehouse space with another 25,000 square feet of office space under construction.

The 1979 median household income in Election District 11 was \$25,097 - slightly higher than Baltimore County's 1980 household median income of \$23,045. District 14 had a 1979 household median income of \$21,943, lower than the county's median. 1196 persons (3.04% of the total) had a 1979 income below poverty level in District 11. District 14 had 1631 persons (3.89% of the total ) with incomes below poverty level that year.

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TABLE III-3

	ELECTION DISTRICT #11			ELECTION DISTRICT #14		
	% of all employed persons		% of Change 1970-1980	% of all employed persons		% of Change 1970-1980
	1970	1980		1970	1980	
Professional, Technical, Managerial, Administrative	28.1	31.8	+3.7	21.2	25.7	+4.5
Clerical, Sales	25.5	32.4	+6.9	30.6	33.9	+3.3
Service	7.8	8.9	+1.1	8.1	9.9	+1.8
Craftsmen, Foremen, Precision Production	18.3	13.8	-4.7	20.6	15.5	-5.1
Operators, Fabricators, Laborers	14.2	11.8	-2.4	15.0	14.2	-0.8
Farm, Forestry, Fishing	2.4	1.4	-1.0	.5	.8	+ .3
Other	3.8	---	---	4.0	---	---

Labor Force and Employment Characteristics, Maryland 1970 Social Indicator Series, Maryland Department of State Planning

Census of Population of Housing, 1980, Summary Tape File, U.S. Census Bureau



4. Existing Land Use (Figure III-3)

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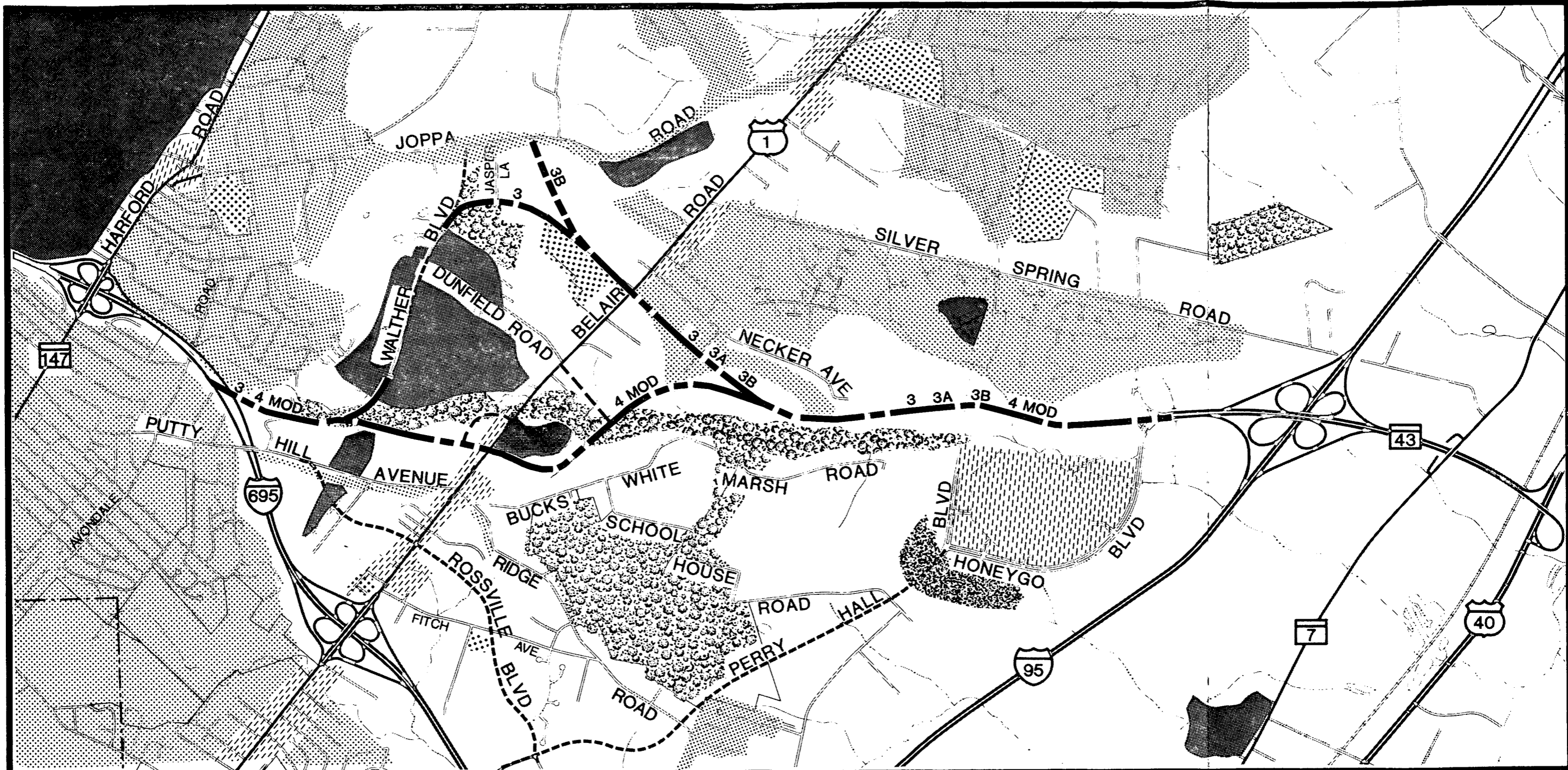
The predominant land use in the study area is medium to high density residential, except along the major roads, such as Belair Road, which are mostly commercial mixed with a few residences. In addition, White Marsh Mall covers approximately 150 acres within the study area. Most new growth in the area is occurring along Belair Road north of the Beltway.

Residential development is most intense in the western section of the project corridor near Putty Hill and Carney. In the past ten years, several new townhouse and apartment developments have been built just west of Belair Road between Putty Hill and Perry Hall. Also, new townhouses and single family homes have been built just south of Silver Spring Road in the White Marsh New Development area.

The area between Belair Road and I-95 is least intensely developed, and large vacant tracts of land are evident some of which are in agricultural use. A large trailer park is located east of Belair Road and north of Bucks School House Road.

The White Marsh Business Park is located on approximately 200 acres south and southwest of White Marsh Mall, and includes three office and warehouse facilities which are in various stages of development.

Open space in the area (as designated in the General Development Plan, Baltimore Region, 1982 and Maryland Department of State Planning's Land Use Map, Baltimore County, 1981), includes proposed Belmont Park (43.5 acres) which is administered by Baltimore County, and the proposed Fullerton Reservoir (200 acres) which is owned and currently being held in reserve by Baltimore City.



LEGEND

- Residential
- Rural
- ▨ Low-Moderate Density
- Moderate-High Density

- ▧ Commercial
- ▩ Institutional
- ▦ Industrial
- ▤ Open Space

MARYLAND ROUTE 43

EXISTING LAND USE

SCALE: 1" = 2000'

FIGURE III-3

5. Future Land Use (Figure III-4)

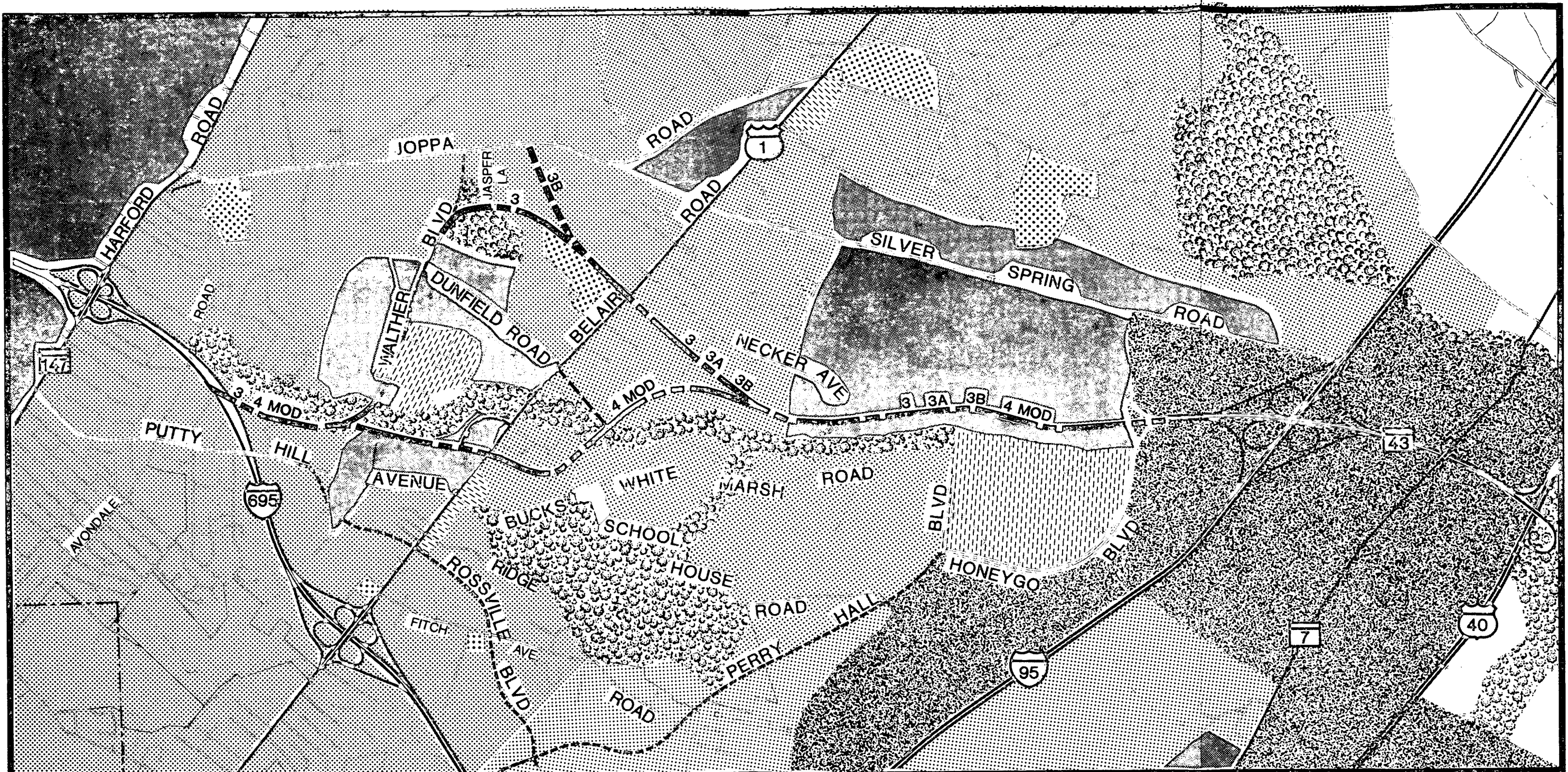
Baltimore County's growth management program does not seek to limit population size. It does attempt to encourage population increase and development in areas which are well-suited for development, while reducing the desirability of areas identified as unsuited for more than very limited development. The County's Master Plan and the General Development Plan (Baltimore Region) concentrate new development in existing population centers and in two new designated growth areas.

The White Marsh area is one of these two new growth centers. Residential, commercial, office, and industrial development are all recommended for the area. A 421% increase in housing units (3,000) is expected by 1995, with a density as high as 11 dwelling units per acre. The area just south and north of Silver Spring Road and east of Belair Road are intended for low-to-moderate intensity residential development consisting primarily of attached units with some single-unit detached structures, as well as garden apartments.

The areas west of Honeygo Boulevard and south of the residential area along Silver Spring Road is intended for additional commercial and office development.

Industrial land use is planned for the land south and east of Honeygo Boulevard, and between I-95 and U.S. Route 40 along White Marsh Boulevard.

Currently, the public water and sewer connections necessary for new development are in place, but the necessary transportation improvements are not. The County supports timely



**LEGEND**

- Residential
  - Rural
  - ▤ Low-Moderate Density
  - Moderate-High Density

- ▨ Commercial
- ▩ Institutional
- ▧ Industrial
- ▦ Open Space

**MARYLAND ROUTE 43**

**FUTURE LAND USE**

SCALE: 1" = 2000'

FIGURE III-4

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implementation of these improvements to prevent the premature development of the area at a lower density than is intended.

B. Transportation

1. Transportation Facilities

a. Existing Facilities

The north/south movement of traffic through the study area is currently provided by Interstate 95, which is six lanes; U.S. Route 1 (Belair Road) and Maryland Route 147 (Harford Road), both four lane roads with additional center turn lanes; and Avondale Road, a two lane county road.

The east/west traffic movement within the study area is provided by Interstate 695, which is six lanes; Putty Hill Avenue, Ridge Road and Joppa Road, each two lane roads; and Silver Spring Road which has five lanes, including a left-turn center lane.

An informal commuter parking area with approximately thirty-five (35) parking spaces exists on Dunfield Road just west of U.S. Route 1. No additional park and ride facilities are currently programmed for development.

In addition to the highway network, the Mass Transit Administration (MTA) serves radial routes oriented toward Baltimore City's central business district. Bus route #15A serves Belair Road and White Marsh Mall via Silver Spring Road, Perry Hall Boulevard, and Honeygo Boulevard.

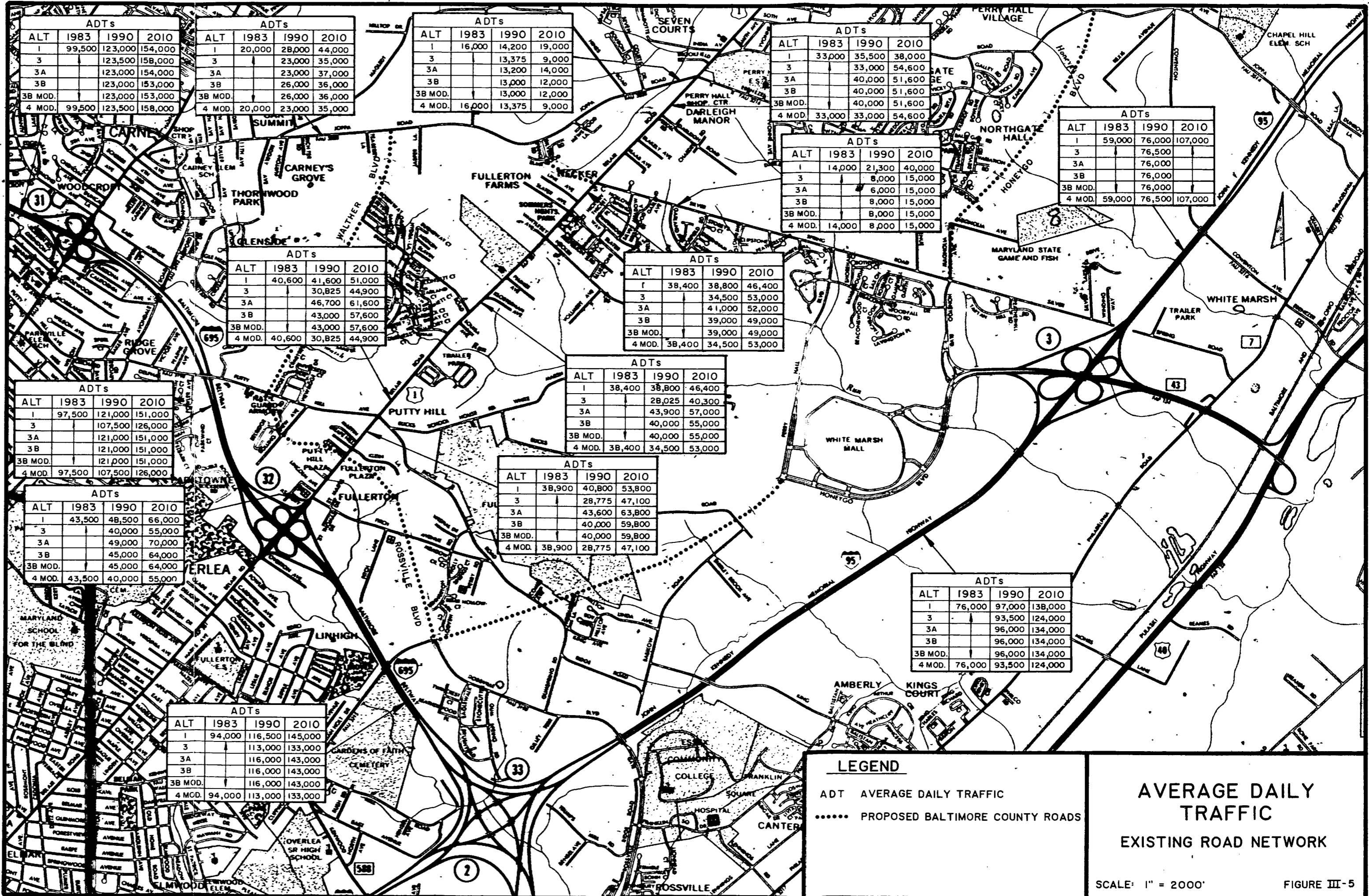
b. Planned Facilities (Figure II-5)

Baltimore County plans to construct several new roads in the northeast corridor. Improvements of particular importance to the Maryland 43 Extended study include the extension of Silver Spring Road from U.S. Route 1 to Joppa Road, Honeygo Boulevard from Silver Spring Road to U.S. Route 1 north of Perry Hall, Perry Hall Boulevard from Honeygo Boulevard to Rossville Boulevard, and Rossville Boulevard from Perry Hall Boulevard to Putty Hill Avenue. These improvements are expected to be completed by 1990 or 2010 (Design Year) and have been included in the No-Build network.

According to county plans, Walther Boulevard is being constructed by the developer in segments as residential development proceeds. Ultimately, the county would like to extend Dunfield Road from Honeygo Boulevard to Joppa Road, however these plans are contingent upon the construction of Maryland 43 Extended.

2. Traffic Volumes

Projected traffic volumes in the project vicinity for No-Build conditions for 1990 and 2010 are shown on Figure III-5. For comparison, 1983 volumes are also shown. All traffic volumes are Average Daily Traffic (ADT) with both directions combined. These forecasts indicate the traffic demand associated with planned land use development if no improvements are made to U.S. Route 1 and Maryland Route 43 Extended is not constructed through the study area.



ADTs				
ALT	1983	1990	2010	
1	99,500	123,000	154,000	
3		123,500	158,000	
3A		123,000	154,000	
3B		123,000	153,000	
3B MOD.		123,000	153,000	
4 MOD.	99,500	123,500	158,000	

ADTs				
ALT	1983	1990	2010	
1	20,000	28,000	44,000	
3		23,000	35,000	
3A		23,000	37,000	
3B		26,000	36,000	
3B MOD.		26,000	36,000	
4 MOD.	20,000	23,000	35,000	

ADTs				
ALT	1983	1990	2010	
1	16,000	14,200	19,000	
3		13,375	9,000	
3A		13,200	14,000	
3B		13,000	12,000	
3B MOD.		13,000	12,000	
4 MOD.	16,000	13,375	9,000	

ADTs				
ALT	1983	1990	2010	
1	33,000	35,500	38,000	
3		33,000	54,600	
3A		40,000	51,600	
3B		40,000	51,600	
3B MOD.		40,000	51,600	
4 MOD.	33,000	33,000	54,600	

ADTs				
ALT	1983	1990	2010	
1	59,000	76,000	107,000	
3		76,500		
3A		76,000		
3B		76,000		
3B MOD.		76,000		
4 MOD.	59,000	76,500	107,000	

ADTs				
ALT	1983	1990	2010	
1	14,000	21,300	40,000	
3		8,000	15,000	
3A		6,000	15,000	
3B		8,000	15,000	
3B MOD.		8,000	15,000	
4 MOD.	14,000	8,000	15,000	

ADTs				
ALT	1983	1990	2010	
1	40,600	41,600	51,000	
3		30,825	44,900	
3A		46,700	61,600	
3B		43,000	57,600	
3B MOD.		43,000	57,600	
4 MOD.	40,600	30,825	44,900	

ADTs				
ALT	1983	1990	2010	
1	38,400	38,800	46,400	
3		34,500	53,000	
3A		41,000	52,000	
3B		39,000	49,000	
3B MOD.		39,000	49,000	
4 MOD.	38,400	34,500	53,000	

ADTs				
ALT	1983	1990	2010	
1	97,500	121,000	151,000	
3		107,500	126,000	
3A		121,000	151,000	
3B		121,000	151,000	
3B MOD.		121,000	151,000	
4 MOD.	97,500	107,500	126,000	

ADTs				
ALT	1983	1990	2010	
1	38,400	38,800	46,400	
3		28,025	40,300	
3A		43,900	57,000	
3B		40,000	55,000	
3B MOD.		40,000	55,000	
4 MOD.	38,400	34,500	53,000	

ADTs				
ALT	1983	1990	2010	
1	43,500	48,500	66,000	
3		40,000	55,000	
3A		49,000	70,000	
3B		45,000	64,000	
3B MOD.		45,000	64,000	
4 MOD.	43,500	40,000	55,000	

ADTs				
ALT	1983	1990	2010	
1	38,900	40,800	53,800	
3		28,775	47,100	
3A		43,600	63,800	
3B		40,000	59,800	
3B MOD.		40,000	59,800	
4 MOD.	38,900	28,775	47,100	

ADTs				
ALT	1983	1990	2010	
1	76,000	97,000	138,000	
3		93,500	124,000	
3A		96,000	134,000	
3B		96,000	134,000	
3B MOD.		96,000	134,000	
4 MOD.	76,000	93,500	124,000	

ADTs				
ALT	1983	1990	2010	
1	94,000	116,500	145,000	
3		113,000	133,000	
3A		116,000	143,000	
3B		116,000	143,000	
3B MOD.		116,000	143,000	
4 MOD.	94,000	113,000	133,000	

**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS

**AVERAGE DAILY TRAFFIC**  
EXISTING ROAD NETWORK

As shown, forecast growth is considerable.

3. Traffic Operations

Level of Service (LOS) describes traffic operating conditions and varies primarily with traffic volume and number of lanes. It is a measure of such factors as speed, traffic interruptions or restrictions, and freedom to maneuver. Six levels of service, designated A through F, from best to worst, have been established to identify traffic operation (Highway Capacity Manual, 1965). Level of Service A represents a condition of relatively free flow (low volumes and higher speeds). Level B and C describe conditions involving stable flow but increasing restrictions on operating speeds and maneuvering. Level of Service D approaches unstable flow (tolerable delays in case of urban streets) while level of Service E represents unstable flow with sometimes intolerable delays. At Level of Service E volumes are at or near the capacity of the highway. Level of Service F represents conditions below capacity in which there are operational breakdowns with forced flow.

The level of service during the hour of peak traffic on an average day at critical locations in the study area for 1983 and 2010 under no-build conditons are as follows:

<u>Location</u>	<u>1983 LOS</u>	<u>2010 LOS</u>
U.S. 1 & Fitch Ave.	C	F
U.S. 1 & Fullerton Plaza	B	E
U.S. 1 & Putty Hill Ave.	F	F'



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<u>Location</u>	<u>1983 LOS</u>	<u>2010 LOS</u>
U.S. 1 & Dunfield Rd.	B	F
U.S. 1 & Silver Spring Rd.	E	F
MD 43 at I-95	C	F
I-95 at MD 43	C	F
MD 43 & Honeygo Blvd.	A	C
Silver Spring Rd. & Honeygo Blvd.	A	B
Silver Spring Rd. & Perry Hall Blvd.	A	A
I-695 & U.S. 1	D	D

An accident analysis was performed for the study area for the years 1977 through 1981 and the following High Accident Intersections were identified.

High Accident Intersections

<u>Location</u>	<u>Years</u>
U.S. 1 @ Fitch Avenue	1978, 1979, 1980
U.S. 1 @ Lincoln Avenue	1979
U.S. 1 @ Klein Avenue	1979
U.S. 1 @ Martin Avenue	1979
U.S. 1 @ Putty Hill Avenue	1978, 1979, 1980, 1981
U.S. 1 @ Stillmeadow	1979
U.S. 1 @ Dunfield	1978, 1979
U.S. 1 @ Slater Avenue	1978, 1979, 1980
U.S. 1 @ Silver Spring	1979

In addition, one High Accident Section was identified.

High Accident Sections

<u>Location</u>	<u>Years</u>
U.S. 1, from Oak Hill Avenue to North of Putty Hill Road	1978, 1979

The 1977-1981 Accident Rate/100 MVM for U.S. Route 1 from I-695 to Silver Spring is lower than the statewide average for similar roads under state maintenance, however the types of

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accidents are indicative of the congestion and uncontrolled access along Route 1.

U.S. 1 - I-695 to Silver Spring Road

<u>Severity</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980*</u>	<u>1981*</u>	<u>Total</u>
Fatal Accidents	0	0	0	0	1	1
Injury Accidents	50	48	65	52	64	279
Property Damage Accidents	96	110	93	30	37	366
Total Accidents	<u>146</u>	<u>158</u>	<u>158</u>	<u>82</u>	<u>102</u>	<u>646</u>

1977-1981 Rate/100MVM 593  
Statewide Mean Rate/100MVM 695

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980*</u>	<u>1981*</u>	<u>Total</u>
Intersection Related Accidents	65	62	65	38	33	263
Driveway Related Accidents	20	31	36	11	36	134
Truck Accidents	9	12	4	2	1	28

\*Note - The low number of property damage accidents may be attributed to the reduced accident policy adopted by the various police agencies, beginning in 1980.

Overall conditions are expected to continually grow worse as traffic is projected to increase despite the capacity constraints of the existing facilities.

C. Natural Environment

1. Topography and Geology

The Maryland Route 43 study area lies along the Fall Line between the Coastal Plain and Eastern Piedmont physiographic provinces. The topography is generally rolling with stream valleys providing major relief.

The Coastal Plain sediments are primarily Cretaceous, with small pockets of Pliocene formation. These deposits are briefly listed and described below:

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Potomac Group - interbedded quartzose gravels, quartzitic argillaceous sands; and white, dark gray, and multicolored silts and clays.

The Piedmont formations are a mix of metasedimentary, metamorphic and igneous rocks. The most extensive of these in the study area is the Baltimore Gabbro Complex. Descriptions of this and other Piedmont formations are provided below:

Baltimore Gabbro Complex - hypersthene gabbro with subordinate amounts of olivine gabbro, norite, anorthositic gabbro, and pyroxenite, igneous minerals and textures well preserved in some rocks and varying to complete recrystallization.

Port Deposit Gneiss - moderately to strongly deformed intrusive complex of biotite, quartz diorite, hornblende-biotite quartz diorite and biotite granodiorite.

## 2. Soils

Soils in the study area belong to three (3) associations, as defined by the U.S. Department of Agriculture, Soil Conservation Service (SCS) (Soil Survey, Baltimore County Maryland, 1976). These are listed and described briefly in order of abundance.

Beltsville-Chillum-Sassafras Association - level to moderately sloping, moderately well drained with silt loam or silty clay loam subsoils, or well drained soils with sandy clay loam to silt loam subsoil, generally upland.

Manor - Glenelg Association - gently sloping to very steep, deep, well-drained and somewhat excessively drained with loam to light silty clay loam subsoils, generally upland.

Loamy and Clayey land - Lenoir - Beltsville Association - nearly level to steep land of sandy loam to clay loam over clay, somewhat poorly drained and moderately drained with silty clay loam and silt loam subsoils.

These soils associations are composed of numerous soil types. None have significant limitations for roadway construction. The SCS mapping of Important Farmlands for Baltimore County indicates there are no prime, unique, or other farmland soils of statewide importance in the study area.

3. Water Resources

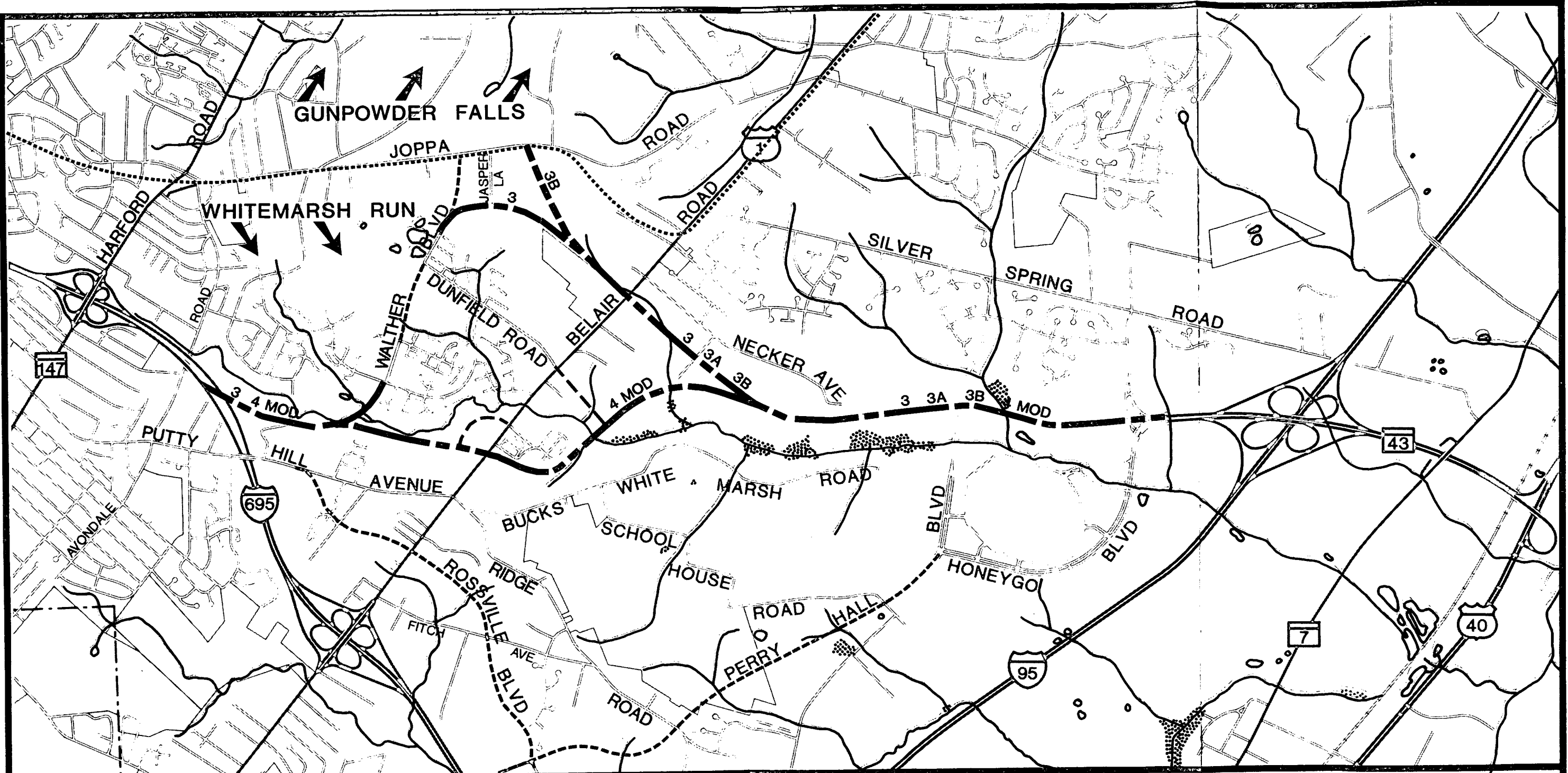
a. Surface Water

The study area is almost entirely within the Whitemarsh Run watershed. A very small area in the northernmost portion of the study area drains into Gunpowder Falls Streams and ponds are shown on the Environmental Map (Figure III-6).

The Maryland Department of Natural Resources (DNR), Water Resources Administration (WRA), has classified all surface waters of the state into four categories, according to desired use. These categories are:

- Class I - Water contact recreation, for fish, other aquatic life, and wildlife.
- Class II - Shellfish harvesting
- Class III - Natural Trout Waters
- Class IV - Recreational Trout Waters

All waters of the state are Class I with additional protection provided by higher classifications. Whitemarsh Run and all its tributaries are designated Class IV, however, it is not being stocked for fishing.



**LEGEND**

STREAMS



PONDS



WATERSHED LIMITS



WETLANDS



**MARYLAND ROUTE 43**

**ENVIRONMENTAL MAP**

SCALE: 1" = 2000'

FIGURE III-6

b. Groundwater

Groundwater in the study area is primarily provided by wells in Hydrologic Unit III of the Piedmont Aquifers. These are some of the poorest aquifers within the mapped area. The Patuxent Formation outcrops the study area and these are part of the recharge area for the state's most productive aquifers.

c. Water Uses

Streams in the study area are used for informal recreation. No formal recreation facilities make use of the stream system.

Non-point pollution, including septic systems, and stormwater runoff from urban and urbanizing areas is the greatest threat to water quality in the study area.

d. Floodplains

The Federal Emergency Management Agency (FEMA), Federal Insurance Administration (FIA) has prepared floodplain mapping for Whitemarsh Run and its tributaries. Detailed 100 year floodplain limits are delineated on the detailed alternates mapping in Section II of this document.

4. Ecology

a. Terrestrial Habitat

Much of the study area has been developed into residential areas with commercial activity along the highways. Most of the undeveloped land is in the stream valleys where steep slopes, poor soils, and flooding limit construction.

Forested areas are predominant along Whitemarsh Run with some Old Field community scattered throughout the undeveloped sections of the study area. The forest communities in the study area include:

Chestnut Oak - Post Oak - Blackjack Oak Association - dominant along Whitemarsh Run, particularly in the western section of the study area, includes eastern Chinquapin, sassafras, Virginia pine, red cedar, and pitch pine; understory is usually comprised of blueberries, huckleberries, and mountain laurel.

River Birch - Sycamore Association - generally found in the floodplain; characterized by riverbirch and/or syacmore; representative species include slippery elm, green ash, spicebush, and poison ivy; other common species include red maple, Virginia creeper, greenbnars, Japanese honeysuckle, tulip poplar, and black gum.

The other major component of the terrestrial habitat in the study area is Old Field community. These are areas which were logged or farmed and are returning to their natural state. They are generally younger successional stages of forest development, from grassy-weedy areas to brushy fields with shrubs and young trees. The flora varies, but typically includes grasses, asters, goldenrod, sumac, shrubs, and saplings. These are important wildlife areas because the "edge" that meets other natural communities provides much more habitat diversity than with any single community.

b. Aquatic Habitat

The aquatic community of the Maryland Route 43 study area primarily includes streams, although some small

mention DNR letter 152  
stream conditions are  
marginal

ponds and wetlands do exist. Whitemarsh Run and its tributaries are the primary aquatic habitats in the area. Development pressure in the watershed is rapidly converting the remaining open space to residential communities and commercial activity.

Whitemarsh Run and the undeveloped valley surrounding it represents the last remaining natural habitat in the study area. It is an important scenic, recreational and natural area. As noted previously, Whitemarsh Run and its tributaries is designated as Class IV, Recreational Trout Waters, although it has not been stocked recently.

c. Wetlands

Wetlands are essential components of the freshwater ecosystems in the study area, providing valuable habitat for numerous plant and animal species. Wetland vegetation provides flood protection, silt retention, control of some types of waste water pollution, erosion protection, and is an important source of food for aquatic life. Wetlands in the study area have been identified by field inspections and the U.S. Department of the Interior, National Wetlands Inventory (Draft, June, 1983).

The predominant wetland types in the study area are briefly described below. Wetlands in the study area are identified in Figure III-6.

Palustrine Aquatic Bed - dominated by plants that growth principally on or below the surface; usually in permanent water or repeatedly flooded; plants are either rooted to the bottom, or float freely.



Palustrine Emergent - characterized by erect, rooted, herbaceous hydrophytes including cattails (Typha spp.), bulrushes (Scirpus, spp.), sedges (Carex spp.), reed (Phragmites communis), and a variety of broad-leaved persistent emergents; may also contain nonpersistent emergents such as arrow arum (Peltandra virginica) and arrowheads (Saggitaria spp.).

Palustrine Scrub-Shrub (broad-leaved deciduous) - areas dominated by woody vegetation less than 6 meters tall; including true shrubs, young trees, and environmentally small or stunted trees; typical dominants are alders (Alnus, spp.), willows (Salix spp.), buttonbush (Cephalanthus spp.), and young trees such as red maple (Acer rubrum).

Paulstrine Forested (broad-leaved deciduous) - characterized by woody vegetation 6 m tall or taller dominants include red maple, American elm (Ulmus americana), and ashes (Fraxinus spp.).

d. Wildlife

The Maryland Route 43 study area supports a relatively small wildlife community. This is largely due to the amount of development in the Whitemarsh Run watershed. Species such as deer, rabbit, squirrel, racoon, dove, waterfowl, reptiles, amphibians, and fish provide potential for passive observation and recreation. Coordination with DNR, Wildlife Administration, and U.S. Fish and Wildlife Service indicates there are no known populations of threatened or endangered plant or animal species in the study area. (See correspondence from these agencies in Section VI.)

D. Air Quality

The Maryland Route 43 project is within the Metropolitan Baltimore Intrastate Air Quality Control Region. While only a

portion of the region does not meet the primary standards for carbon monoxide (CO), the entire region is subject to transportation control measures such as the Vehicle Emission Inspection Program.

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project which is described in further detail in Section IV.D.

E. Noise Quality

The major contributors to the existing noise levels in the study area consist of commercial and light industrial development and residential traffic. Highway traffic noise is usually measured on the "A" weighted decibel scale "dBA", which is the scale that has a frequency range closest to that of the human ear. In order to give a sense of perspective, a quiet rural night would register about 25dBA, a quiet suburban night about 35dBA, a commercial area about 60dBA, and a very noisy urban daytime about 80dBA. Under typical field conditions, noise level changes of 2-3 dBA can barely be detected, with a 5dB change readily noticeable. A 10dB increase is judged by most people as a doubling of sound loudness. (This information is presented in the "Fundamentals and Abatement of Highway Traffic Noise" by Bolt, Beranek & Newman, Inc. for FHWA, 1980). The ambient L10 noise levels measured in the study area ranged approximately from 40 to 67 dBA. More information on the ambient noise survey conducted as part of this study is contained in Section IV-E.

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F. Cultural Resources

1. Historic Sites

Eighteen (18) sites in the vicinity of the study area have been identified as having potential historic significance (see letter from the SHPO dated July 29, 1982 in the Correspondence Section). Only the Waldman House (BA 2143) (Figures IV-5 and IV-6) is considered National Register eligible by the State Historic Preservation Officer (SHPO). Seventeen (17) sites are considered to be Maryland Historical Trust Inventory (MHTI) level of significance only.

Four MHTI level sites will be impacted by this project. One site has already been acquired by Baltimore County for their acquisition of right of way for Walther Boulevard. Information on these sites is available in the files of the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

The Maryland Historical Trust Inventory is an inventory of sites and structures of varying levels of significance which are approximately fifty years old. These sites and structures will not meet the criteria for inclusion in the National Register of Historic Places and do not merit any special protection under state or federal law. Three of these sites would be impacted by the U.S. Route 1 widening

A discussion of the Waldman House and potential impacts are discussed in Section IV. F. and Section IV. G.

2. Archeological Sites

An archeological assessment of the study area has been completed by the Division of Archeology of the Maryland

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Geological Survey (MGS). Their findings indicate that because of "extensive prior disturbance of the study area, low archeological potential and failure of previous surveys in the area to locate archeological sites, a preliminary archeological reconnaissance survey" of the area was not warranted. The Maryland State Historic Preservation Officer is in agreement with this conclusion. See the letters in the Correspondence Section from the Maryland Geological Survey and the State Historic Preservation Officer dated August 12, 1983 and December 20, 1983.

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

IV. ENVIRONMENTAL CONSEQUENCES

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A. Social and Economic

1. Social Impacts

a. Residential Displacement and Relocation Availability

Residential displacement is based on preliminary relocation studies conducted by SHA. The preliminary relocation report is available for examination at the offices of the State Highway Administration, 707 N. Calvert Street, Baltimore, Maryland. An analysis of the probable residential displacement caused by the proposed alternates has also been made by the State Highway Administration. Relocation of any families and individuals displaced by the proposed project would be accomplished in accordance with the uniform relocation assistance and land acquisition policies of 1970 (P.L. 91-446). A summary of the relocation assistance program of the State of Maryland is given in Appendix B.

No-Build Alternate

No relocations nor displacements would occur under this alternate. This alternate would contribute to slow residential and commercial development throughout the study area and is inconsistent with proposed land use by the county.

Maryland Route 43 Alternates

Alternate 3 - Two (2) residences would be acquired under this alternate.

Alternate 3A - Two (2) residences would be acquired under this alternate.

Alternate 3B - Three (3) residences would be acquired under this alternate.

Alternate 3B Modified - Two (2) residences would be acquired under this alternate.

Alternate 4 Modified (Preferred Alternate) - A total of two (2) residences would be acquired under this alternate.

U.S. Route 1 Alternates

6 lane option - Twenty (20) residences would be acquired under this alternate, one of which is presently owned by the Maryland State Highway Administration.

7 lane option - Under this alternate, nineteen (19) residences would be acquired, one of which is presently owned by the State Highway Administration.

*housing  
is in financial means of individuals.*

Based on the Baltimore County Multiple Listing Service, replacement housing is available for all displacees from all build alternates. The State Highway Administration will assist any businesses displaced in relocating. No adverse effect is expected in the neighborhood in which the displacees will be relocated. Relocation of residences and businesses is expected to occur in a timely and satisfactory manner and without undue hardship to the displacees.

A reasonable lead time of between 18 and 30 months would be necessary to properly administer the relocation assistance program as required by "The Uniform Relocation Assistance and Land Acquisition Policies Act of 1970" (see

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Appendix B). The right of way report is available for review at the State Highway Administration, 707 N. Calvert Street, Baltimore, Maryland.

b. Access to Community Facilities

No-Build Alternate - under this alternate deteriorating traffic conditions will continue to worsen in sections of the project area where congestion is increasing; making crossing streets very difficult and posing hazards to children, bicyclists, pedestrians, and nearby residents.

Alternate 3 - This alternate would not deny nor interfere with access to community services located in the area. However, this alternate does transect the northern section of Belmont Park. Impacts to the park are discussed in Section IV G. No other community facilities will be impacted by this alternate.

There will be no denial nor interference of access to community facilities and services under the remaining build alternates (3A, 3B, 3B Modified, 4 Modified, 6 lane option, and 7 lane option).

c. Disruption of Neighborhoods and Communities

None of the build alternates are expected to produce any significant adverse impacts to the integrity of neighborhoods throughout the project area. Alternate 3 has, while not believed to be significant, greater potential for community impact.

d. Effects on Minorities, Handicapped, Elderly Persons

No minorities, handicapped, or elderly persons are expected to be displaced under any of the build alternates.



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e. Summary of Equal Opportunity Program of Maryland State Highway Administration

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 into 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.

2. Economic Impacts

a. Business Displacement and Relocation

Maryland Route 43

Alternate 3 - This alternate would displace one (1) business located in a garage east of the Baltimore Beltway (I-695).

Alternate 3A - No businesses would be displaced under this alternate.

Alternate 3B - No businesses would be displaced under this alternate. 122

Alternate 3B Modified - No businesses would be displaced under this alternate.

Alternate 4 Modified (Preferred Alternate) - Under this alternate, one (1) business would be displaced.

U.S. Route 1

6 lane option - Six (6) businesses would be displaced under this alternate.

7 lane option - Under this alternate, four (4) businesses would be displaced.

None of the affected businesses are minority operated or owned.

b. Effect of Regional Business Activities

One of the County's long range goals is to encourage development of employment centers (such as the proposed White Marsh Town Center) to balance the planned rate of commercial and residential growth. Improvements to U.S. Route 1 and construction of Maryland Route 43 Extended would improve access to the area and traffic operations throughout the area, thus, making the project area more attractive to business. The community should benefit in several ways. For example, new employment opportunities would be available, allowing more people to find work in White Marsh and surrounding areas; thereby shortening commuting for local residents.

The growth management plan in the Baltimore County Master Plan, 1979-1990, considers the short, medium, and

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long range trends for White Marsh and the surrounding communities. Construction of Maryland Route 43 Extended and improvements to U.S. Route 1 would facilitate planned development of new housing and major employment centers in the area.

c. Effect on Tax Base

Since the Baltimore County Master Plan, 1979-1990, supports the growth of the White Marsh Area, extensive development is expected to follow completion of the project. It is likely that as the area is developed, property values and tax assessments will rise and the community will become increasingly urban in character. Construction of Maryland Route 43 Extended and improvements to U.S. Route 1 would ease the transition from a mixed urban and agricultural community to a more urbanized community.

Investment in the proposed White Marsh Town Center can also greatly improve the revenue base. One of the primary purposes of constructing proposed White Marsh Town Center is to more efficiently provide public service, coordinate service expenditures, and to anticipate future financial needs. Since construction of the White Marsh Town Center would correlate with the county master plan, White Marsh's tax base would be expected to expand.

Construction of Maryland Route 43 Extended and upgrading U.S. Route 1 would facilitate a planned increase in development rate in the study area. Current land use plans and zoning allow medium density residential and commercial development which would minimize costly sprawl to public services and facilities.

3. Land Use and Land Use Planning

The growth in the White Marsh Area is consistent with the adopted Baltimore County Master Plan, 1979-1990 and with the comprehensive zoning of the county. The county supports the concept of encouraging growth in the northeastern part of the county where accessibility to employment is greater and more adequate highway capacity exists or is likely to be improved. The county also acknowledges the need to improve existing transportation facilities and construct new facilities to serve new growth areas. The extension of Maryland Route 43 and improvements of U.S. Route 1 are consistent with both the Baltimore Regional Planning Council's General Development Plan and the Baltimore County Master Plan.

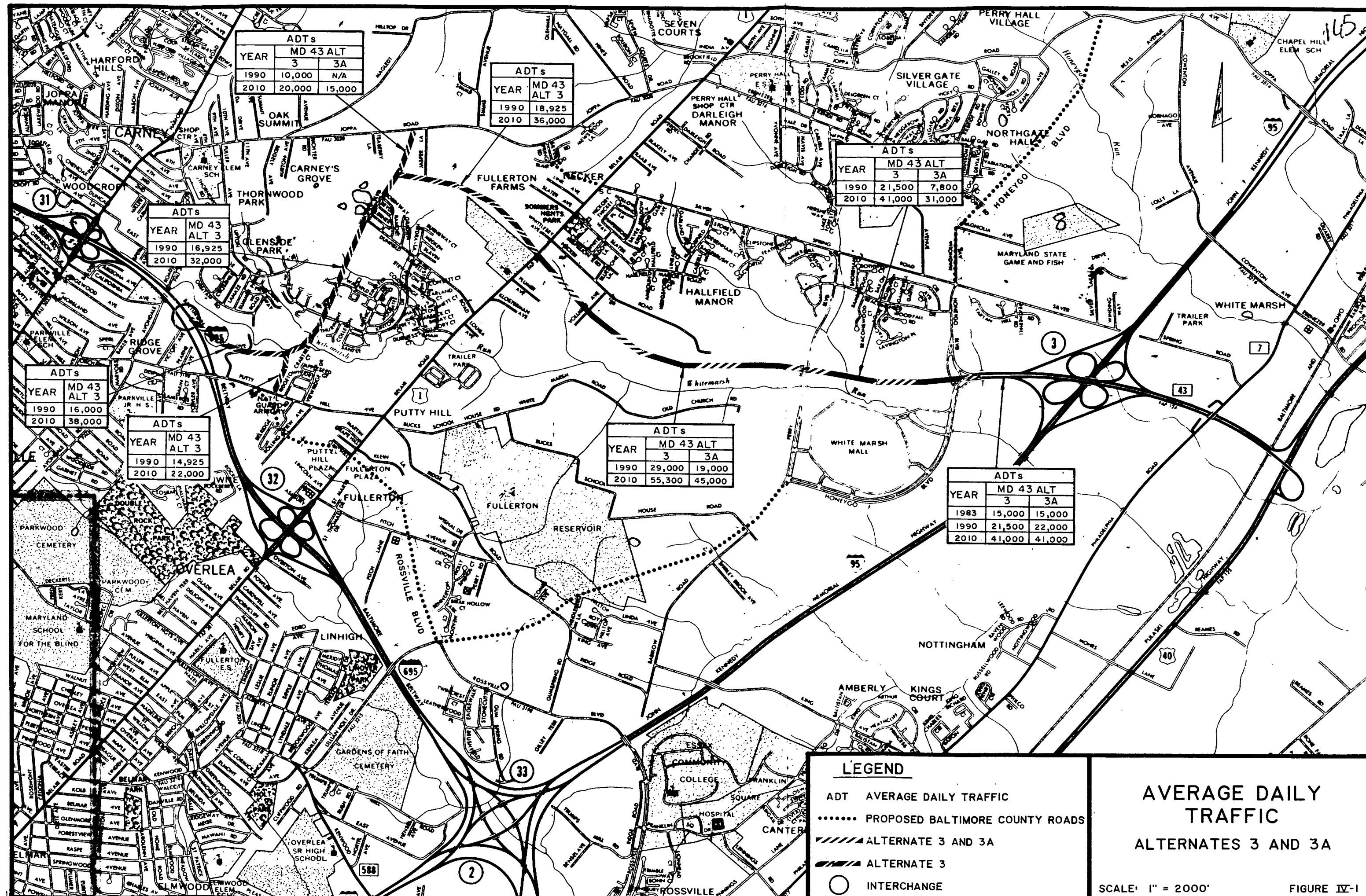
Future growth in the White Marsh Area will have a significant impact not only on the immediate local road network but on the regional trunklines as well. The proposed construction of Maryland Route 43 Extended and improvements to U.S. Route 1 are needed to accommodate future growth and to relieve existing traffic problems.

B. Transportation

Design Year (2010) Average Daily Traffic (ADT) forecasts for Alternates 3, 3A, 3B, 3B Modified and 4 Modified for Maryland Route 43 are shown in Figures IV-1 through IV-3. Design Year ADT forecasts for the U.S. Route 1 are shown in Figure .II-5.

Design year (2010) levels of service for various major intersections in the project area for the Maryland Route 43

FIG  
II 5 IV-7 10-1



ADTs		
YEAR	MD 43	ALT 3
1990	10,000	N/A
2010	20,000	15,000

ADTs		
YEAR	MD 43	ALT 3
1990	18,925	
2010	36,000	

ADTs		
YEAR	MD 43	ALT 3
1990	21,500	7,800
2010	41,000	31,000

ADTs		
YEAR	MD 43	ALT 3
1990	16,925	
2010	32,000	

ADTs		
YEAR	MD 43	ALT 3
1990	16,000	
2010	38,000	

ADTs		
YEAR	MD 43	ALT 3
1990	14,925	
2010	22,000	

ADTs		
YEAR	MD 43	ALT 3
1990	29,000	19,000
2010	55,300	45,000

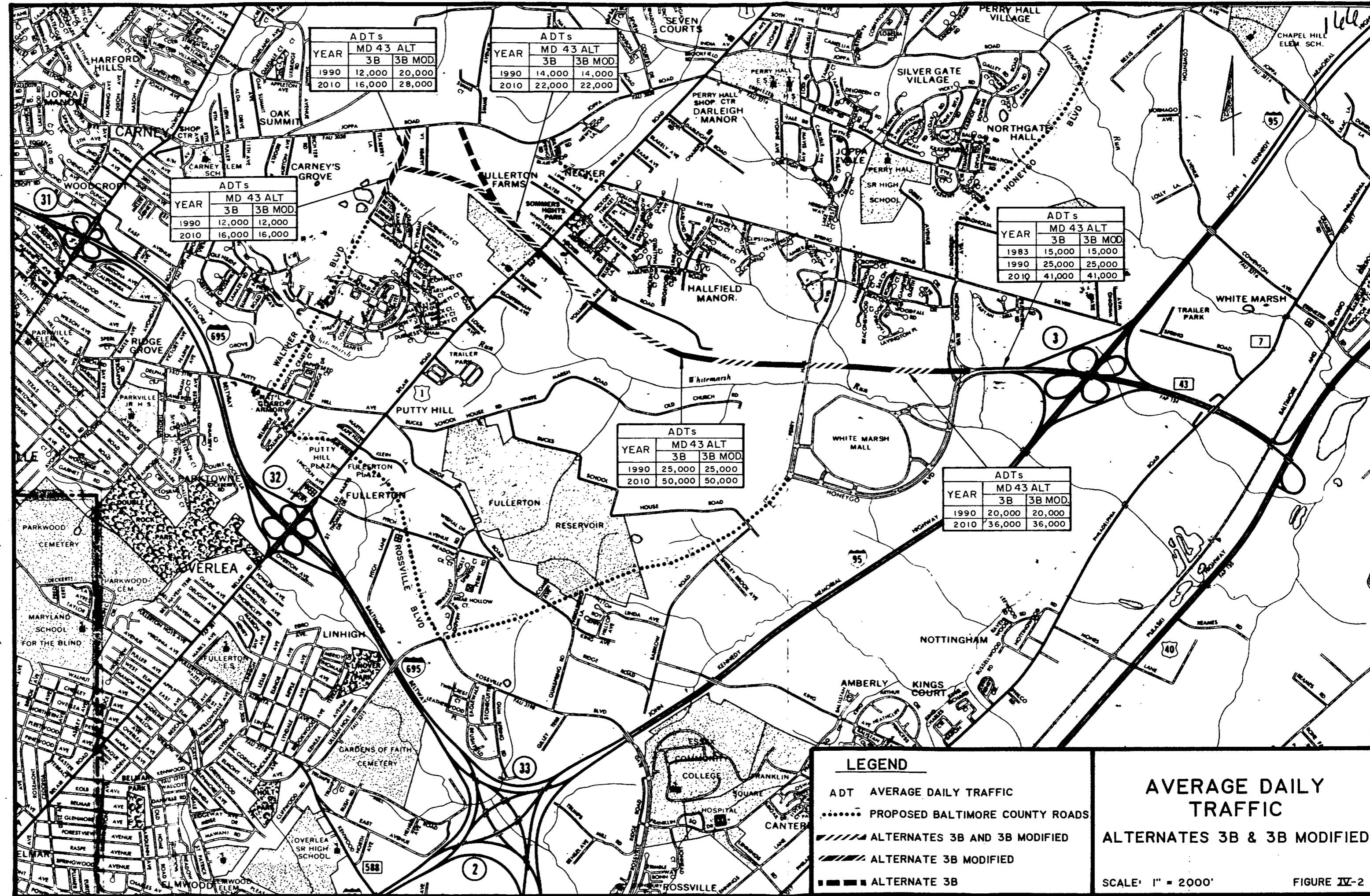
ADTs		
YEAR	MD 43	ALT 3
1983	15,000	15,000
1990	21,500	22,000
2010	41,000	41,000

**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS
- ////// ALTERNATE 3 AND 3A
- ////// ALTERNATE 3
- INTERCHANGE

**AVERAGE DAILY TRAFFIC ALTERNATES 3 AND 3A**

SCALE: 1" = 2000' FIGURE IV-1



ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	12,000	20,000	
2010	16,000	28,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	14,000	14,000	
2010	22,000	22,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	12,000	12,000	
2010	16,000	16,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1983	15,000	15,000	
1990	25,000	25,000	
2010	41,000	41,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	25,000	25,000	
2010	50,000	50,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	20,000	20,000	
2010	36,000	36,000	

**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS
- ////// ALTERNATES 3B AND 3B MODIFIED
- ////// ALTERNATE 3B MODIFIED
- ALTERNATE 3B

**AVERAGE DAILY TRAFFIC ALTERNATES 3B & 3B MODIFIED**

SCALE: 1" = 2000' FIGURE IV-2

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alternates and U.S. Route 1 are shown in Table IV-1. A comparison of the 2010 level of service for build and no-build conditions indicates either the same level of service or a general improvement of one or two levels. Level of service would remain the same at various intersections due to increasing traffic volumes.

Traffic operations associated with each alternate are discussed below.

#### Maryland Route 43 Alternates

No-Build Alternate - As traffic volumes increase, congestion on existing roads would increase. Level of Service would continue to deteriorate. This alternate is not considered feasible and has been retained as a comparison for the Build Alternates.

Alternate 3 - This alternate would create another intersection on U.S. Route 1 with operation at LOS F, will pass through a county park, and will increase traffic through the community of Belmont. Alternate 3 provides a direct connection between White Marsh and the areas west of U.S. Route 1, including Joppa Road and I-695. This would divert traffic from existing east-west roads, thereby improving traffic safety, capacity and access. Traffic volumes would also be reduced along U.S. Route 1 within the study area and on Joppa and Harford Roads. Fences along Walther Boulevard right of way would reduce safety hazards in the area of Belmont.

Alternate 3A - This alternate provides a direct connection between White Marsh and U.S. Route 1, which would

# LEVEL OF SERVICE SUMMARY

(V/C IN PARENTHESES)

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LOCATION	1983 EXISTING CONDITIONS	YEAR 2010							COMMENTS
		NO BUILD		MD. 43 ALTERNATE (Assume 7 basic lanes on U.S. Route 1)					
		U.S. 1 5 Lanes	U.S. 1 7 Lanes	3	3A	3B	3B MOD.	4 MOD.	
U.S. 1 & Fitch Ave.	C	F(1.03)	C	C	D	D	D	C	
U.S. 1 & Fullerton Plaza	B	E(1.00)	C	C	E(0.91)	C	C	C	
U.S. 1 & Rossville Blvd.	NA	F(1.11)	F(1.02)	F(1.14)	F(1.16)	F(1.08)	F(1.08)	F(1.14)	
U.S. 1 & Putty Hill Ave.	F(1.06)	F(1.05)	D	D	F(1.02)	F(1.00)	F(1.00)	D	
U.S. 1 & Dunfield Rd.	B	F(1.13)	C	D	E(0.92)	D	D	E(0.93)	5 LANES ON DUNFIELD ROAD
U.S. 1 & Silver Spring Rd.	E(0.94)	F(1.80)	F(1.26)	F(1.07)	F(1.03)	E(0.99)	E(0.99)	F(1.07)	
I-695 & MD. 43	NA	NA	NA	D	NA	NA	NA	D	
MD. 43 & Walther Blvd.	NA	NA	NA	D	NA	NA	B	E(0.95)	
MD. 43 & U.S. 1	NA	NA	NA	F(1.21)	F(1.04)	F(1.16)	F(1.16)	I	
MD. 43 & Perry Hall Blvd.	NA	NA	NA	E(0.98)	E(0.92)	F(1.02)	F(1.02)	E(0.98)	
MD. 43 & Honeygo Blvd.	A	C	C	C	C	C	C	C	
MD. 43 at I-95	C	F	F	D	F	F	F	D	
I-95 at MD. 43	C	F	F	D	F	F	F	D	
Walther Blvd. & Rossville Blvd. Connection	NA	NA	NA	C	NA	NA	NA	NA	
Walther Blvd. & Dunfield Rd.	A			E(0.92)					
Joppa Rd. & Walther Blvd.	NA	F(1.88)	F(1.88)	F(1.27)	F(1.84)	F(1.81)	F(1.45)	F(1.64)	2 LANES ON JOPPA ROAD
Joppa Rd. & MD. 43	NA	NA	NA	NA	NA	F(1.32)	NA	NA	2 LANES ON JOPPA ROAD
Silver Spring Rd. & Perry Hall Blvd.	A	A	A	A	A	A	A	A	
Silver Spring Rd. & Honeygo Blvd.	A	B	B	A	A	A	A	A	
I-695 at U.S. 1	D	D	D	D	E	D	D	D	8 THROUGH LANES ON I-695. IMPROVEMENTS TO THIS INTERCHANGE ARE NOT PART OF THIS PROJECT.
U.S. 1 at I-695	B	C	C	C	C	C	C	C	
Harford Rd. & Joppa Rd.		F(1.34)	F(1.34)	F(1.16)	F(1.21)	F(1.18)	F(1.18)	F(1.16)	

### NOTES

1. Level of service applies to the hour of peak traffic on an average day.
2. Levels of service are identical for the 7-lane and the 6-lane divided U.S. 1 Alternates.
3. All levels of service in 2010 assume Putty Hill Ave. will be closed east of Rossville Blvd. as proposed by Baltimore County.
4. v/c = volume/capacity ratio.

### FOOTNOTES

- 1 MD. 43 & Ramp A Level D  
MD. 43 & Ramp B Level E(0.94)  
U.S. 1 & Ramp A Level D  
U.S. 1 & Ramp B Level E(0.93)

TABLE IV-1



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divert traffic from existing east-west roads east of U.S. Route 1, thereby improving traffic safety, capacity, and access to residential and commercial developments east of U.S. Route 1. Another intersection along U.S. Route 1 with operation at LOS F would be created and traffic volumes along U.S. Route 1 would be increased. No improved access west of U.S. Route 1 would be provided and no new access to I-695 would be provided, thereby continuing the congestion on the existing I-695 access roads (i.e., U.S. Route 1 and Harford Road).

Alternate 3B - Alternate 3B provides a direct connection between White Marsh and the area west of U.S. Route 1, including Joppa Road. Traffic would be diverted from existing east-west roads, except Joppa Road, thereby improving traffic safety, capacity and access to residential and commercial developments both east and west of U.S. Route 1. No new access would be provided to I-695, thereby continuing the congestion on the existing I-695 access roads (i.e., U.S. Route 1 and Harford Road). This alternate provides another intersection, operating at LOS F, along U.S. Route 1. It also requires the creation of another signalized intersection, operating at LOS F, along Joppa Road. The intersection of Alternate 3B and Joppa Road in combination with both the proposed signalized intersection of Joppa Road and Walther Boulevard (located 1200 feet to the west) and the Joppa Road and Silver Spring Road intersection (located 2100 feet to the east) would result in extreme congestion and long delays on Joppa Road.

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Alternate 3B Modified - Operational advantages and disadvantages are generally the same for this alternate as for Alternate 3B with the exception that without the additional intersection of Alternate 3B and Joppa Road, the intersection of Joppa Road and Walther Boulevard would operate better under this alternate than under Alternate 3B. This alternate would pass through and impact Belmont Park.

Alternate 4 Modified (Preferred Alternate) - Alternate 4 Modified provides a direct connection between I-695 and White Marsh, thereby relieving traffic congestion and improving safety on the existing arterial roads (i.e., U.S. Route 1 and Harford Road) serving I-695. This alternate does not create any additional signalized intersections along U.S. Route 1. Traffic would be diverted from existing east-west roads, thereby increasing traffic safety, capacity, and access to residential and commercial developments both east and west of U.S. Route 1. This alternate does not pass through any established residential communities. Alternate 4 Modified has the highest construction cost of any of the alternates.

#### U.S. Route 1 Alternates

Six Lane Alternate - With this alternate, three (3) lanes would be provided in each direction with opposing traffic separated by a raised median. The median would provide control for left turn movements and also provide some refuge for pedestrians crossing U.S. Route 1. Access for adjacent properties would be restricted and U-turns at intersections would be created. Truck traffic would be diverted to side streets and

shopping centers for "turn-around movement". More right of way and relocation of residences would be required than with the Seven Lane Alternate. Statewide accident statistics seem to indicate that six lane divided highways have lower accident rates than seven lane highways. 171

Seven Lane Alternate - This alternate provides three lanes in each direction with a continuous center left turn lane for direct access to adjacent properties and intersections. Storage for left turning vehicles at intersections may be reduced to mid-block turns. Without a median, less control of left turning vehicles would be provided, there would be no barrier to reduce head-on collisions and little or no refuge would be provided for pedestrians crossing U.S. Route 1. Statewide accident statistics seem to indicate that seven lane highways have higher accident rates than six lane divided highways. Less right of way and relocation would be required than for the Six Lane Alternate.

Major impacts of the Preferred Alternate, 4 Modified, on the study area traffic, would be increased capacity for east-west through movements and a reduction of volumes along existing routes resulting in a better level of service.

#### C. Natural Environment

##### 1. Effects on Topography, Geology, and Soils

Construction of roadways and interchanges will require modifications to existing topography to provide the necessary grades, drainage, grade separations, and compatibility with existing land use.

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The alternates under consideration would involve changes in terrain along its length. The maximum height of any cut or fill would be approximately 50 feet. Cuts and fill will be necessary where existing topography is too severe to maintain desired grades along existing ground.

Roads form barriers to natural drainage because of the need to remove water from the pavement and keep it out of the base material. Landscaping and drainage structures, such as berms, swales, ditches, culverts, and bridges will be designed to replace the natural drainage to provide for new conditions imposed by the presence of the new highway within the drainage basin. Stream relocations are discussed in Section IV-C.3.

Because of bedrock outcrops in the area, some rock excavation may be required for roadway cuts and drainage and to expose unweathered rock for bridge footings. The location and extent of such rock excavation will be determined during the development of final roadway plans and profiles following detailed soil borings and analysis. No unique or otherwise significant geologic features will be adversely affected by any of the alternates.

Natural soil erosion due to water and wind can be accelerated by highway construction without control measures when vegetative cover is removed and runoff is concentrated by new drainage patterns. Appropriate erosion and sediment control and stormwater management measures will be stringently employed, as required by the State Highway Administration and the Maryland Water Resources Administration. Fugitive dust will be controlled

by revegetation and by use of water or hygroscopic chemicals on unpaved roads during dry weather construction. 173

No prime farmland soils will be used for highway right of way. Soil erosion and nutrient runoff from vegetated highway embankments is expected to be less than that from active agriculture in the area.

## 2. Effects on Water Resources

Highway improvements and other features of urbanization may have adverse effects on water resources including: less infiltration and stream base flow, greater surface flow, higher stream peak flow, and shortened lag time. Corresponding impacts on water quality include increases in erosion, sedimentation, water contamination, and thermal pollution.

Highway use results in the accumulation of potential water pollutants, including: vehicular oil, grease, gasoline, and solvents; wear particles from clutches, brake linings, and tires, exhaust emissions which collect on the surfaces of pavement and nearby vegetation; roadside litter and debris; de-icing compounds and abrasives applied to roadway surfaces; and materials used for right of way maintenance, such as defoliants, pesticides, and fertilizers.

Numerous variables affect the quantity of pollutants which are washed into streams. However, impacts can be greatly reduced by controlling the application of maintenance and de-icing materials, periodic pavement sweeping, litter control, use of grassed drainage ditches, stormwater management ponds, and other methods of slowing the flow of stormwater runoff. The

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proximity of the proposed roadway alignments to Whitemarsh Run makes stormwater management critical to maintaining water quality in the study area. Stormwater management features would be incorporated into the design of a selected alternative.

Many of the soils in the study area are highly erodible. Siltation and sedimentation, especially during construction, could cause physical damage such as clogging of ditches and conduits and alteration of stream channels. Small waterways, such as the upper reaches of streams in this area, are more susceptible to impacts associated with erosion and silting because of their shallow cross-sections and variable flows.

Special measures to minimize or eliminate erosion and sedimentation during road construction and later use include provisions for drainage, retaining walls, cribbing, vegetation restoration, rip rap, sedimentation basins, filter fabric fences, and other protective devices. Infiltration/retention/detention basins can also be used for sediment control and stormwater management.

Final design for the proposed improvements will include plans for grading, erosion and sediment control, and stormwater management, in accordance with state and federal laws and regulations. They will require review and approval by the Maryland State Water Resources Administration (WRA) and Maryland Department of Health and Mental Hygiene Office of Environmental Programs (OEP).

A sediment and erosion control program was adopted by the State Highway Administration in 1970. It incorporates the

standards and specifications of the Soil Conservation Service and specifies procedures and controls to be used on highway construction projects. These procedures and controls will be stringently applied to limit the generation and transport of silt. This will be particularly important where construction will be required on steeply sloping stream valleys or in areas of soil having a high erosion potential. This plan would include the following.

-Staging of construction activities to permanently stabilize ditches at the top of cuts and at the foot of fill slopes prior to excavation and formation of embankments.

-Seeding, sodding, or otherwise stabilizing slopes as soon as practicable to minimize the area exposed at any time.

-Timed placement of sediment traps, temporary slope drains and other control measures.

Since the alternates will pass through areas of varying slope, soil erodibility, stream size, and vegetation associations, specific control measures could best be defined after design features have been considered. However, with application of available erosion control technology, no significant impact to surface water quality is generally anticipated.

The build alternates would reduce groundwater recharge in areas where overburden is thin and bedrock aquifers are exposed. Much of the underlying bedrock in the study area belongs to the Patuxent formation's (part of the Potomac Group)

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sand and gravel facies. These areas contribute to the recharge of the Patuxent aquifer. Since deep cuts are not anticipated for the project, significant adverse impacts to groundwater supplies are not expected.

### 3. Stream Modifications

Alternate 3 would require realignments of two (2) stream sections. Approximately 1,100 feet of a tributary to Whitemarsh Run near Bel Air Road would be replaced by 800 feet of new stream channel. Whitemarsh Run itself would be realigned at Walther Boulevard. Approximately 280 feet of original stream channel would be replaced by 240 feet of new channel.

Alternate 3B would require the realignment of approximately 1,200 feet of the tributary to Whitemarsh Run near Bel Air Road. The new channel length would be 880 feet.

Alternate 3B Modified would require the realignment of a tributary to Whitemarsh Run, just west of Bel Air Road. Approximately 1,100 feet of original stream channel would be replaced by 800 feet of new stream channel.

Alternate 4 Modified (Preferred Alternate) would require the realignment of two sections of Whitemarsh Run and a tributary near Bucks School House Road. Approximately 500 feet of Whitemarsh Run would be replaced by 420 feet of new channel west of Walther Boulevard, and 380 feet of original channel would be replaced by 340 feet of new channel east of Walther Boulevard.

Approximately 1,130 feet of a tributary to Whitemarsh Run would be replaced by 1,580 feet of new channel between Bel Air Road and Bucks School House Road.



There are no stream modifications associated with Maryland Route 43 Alternate 3A or either of the U.S. Route 1 alternates. 177

Construction of the proposed channel modifications would result in short-term changes in stream environment which include the removal of streambank vegetation, the creation of a more uniform and unstable substrate, and creation of a higher potential for stream erosion. Increases in stream turbidity during construction will result in a temporary adverse impact to stream biota. With Alternates 3 and 4 Modified, existing stream bed in Whitemarsh Run would be lost, thereby reducing the number of benthic invertebrates available as food sources for higher trophic-level organisms (i.e. fish).

The relocated stream segments would be constructed in the dry and would have a substrate of similar composition to the existing channel. Efforts to recreate equal lengths of stream channel would be included in the realignment. Highway fill slopes adjacent to the new stream channel would be stabilized and revegetated immediately during construction. Through coord efforts with DNR

In addition to these stream realignments, several streams and drainage swales will be crossed by the alternates. These crossings are indicated on the detailed plans in Section II B. Appropriate drainage structures would be incorporated into the design of these crossings.

The proposed stream modifications and crossings would require Waterway Construction Permits from Maryland Department of Natural Resources, Water Resources Administration,

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and possibly Section 404 permits from the U.S. Army Corps of Engineers.

#### 4. Effects on Wetlands

Pursuant to Executive Order 11990, Protection of Wetlands, wetland areas potentially affected by the proposed project were identified. Mapping provided by the U.S. Fish and Wildlife Service, and field surveys were used to identify these wetlands. None of the alternates under consideration for either Maryland Route 43 or U.S. Route 1 would require the alteration of any wetlands.

#### 5. Flood Hazard Evaluation

The right of way for any of the build alternates being considered for both Maryland Route 43 and U.S. Route 1 would encroach on the 100 year floodplain of Whitemarsh Run and its tributaries. Areas where proposed improvements affect the 100 year floodplain are shown on the plans in Section II-B of this document.

All the Maryland Route 43 alternates under consideration would cross a tributary of Whitemarsh Run east of Perry Hall Boulevard. Roadway fill in this area would encroach on 0.5 acres of the 100-year floodplain.

Alternate 3 would involve additional floodplain encroachment where Walther Boulevard would cross Whitemarsh Run. This involvement would require filling of approximately 2.8 acres of 100-year floodplain to maintain desired grades.

Alternate 4 Modified would involve two additional encroachments on the 100-year floodplain of Whitemarsh Run. A crossing just east of U. S. Route 1 (Bel Air Road) would require approximately 1.4 acres of fill in the 100-year floodplain, and construction near the intersection of Walther Boulevard would require approximately 5.4 acres of floodplain involvement.

Additional fill would be required with both of the U.S. Route 1 Alternates resulting in encroachment on the 100-year floodplain.

Modifications to the alignments of the alternates under consideration have been examined. Geometric standards and constraints imposed by existing development limit the adjustments which can be made. The use of standard hydraulic design techniques for all waterway openings would incorporate structures to limit upstream flood level increases and approximately existing downstream flow rates. No significant floodplain impacts are expected to occur as a result of any of the alternates under consideration.

6. Effects on Terrestrial and Aquatic Habitats

Both terrestrial and aquatic habitats would be affected by the proposed action. The alternates under consideration would require the following amounts of woodland, and old field habitat for highway right of way:

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Acres of Habitat

	<u>Woodland</u>	<u>Old Field</u>
<u>Maryland Route 43</u>		
Alternate 3	73.2	25
Alternate 3A	42	15.3
Alternate 3B	48.3	24.2
Alternate 3B Modified	51.4	24.4
Alternate 4 Modified (Preferred Alternate)	79.7	19.9
<u>U.S. Route 1</u>		
Both Alternates	0	0

The loss of habitat would be accompanied by a proportional loss in animal populations inhabiting these areas. Few undisturbed tracts of land remain in the study area. According to the Baltimore County Master Plan, many of these areas are planned for future development.

As discussed previously, numerous stream crossings and stream realignments are proposed. Potential impacts include sedimentation, pollution by roadway runoff, and loss of vegetative cover. Sediment and erosion control plans will help minimize the adverse effects of construction activities, and proper stormwater management will reduce the amount of roadway pollutants which reach the stream. These control measures should reduce the potential adverse impacts to aquatic life to negligible levels.

TABLE IV-2  
SUMMARY OF NATURAL ENVIRONMENT IMPACTS

	U.S. Route 1 Alternates		Maryland Route 43 Alternates			
	Six Lane Option	Seven Lane Option	Alternate 3	Alternate 3A	Alternate 3B/ Alternate 3B Modified	Preferred Alternate 4 Modified
Woodland-Acres	0	0	73.2	42	48.3/51.4	79.7
Old Field - Acres	0	0	25	15.3	24.2/24.4	19.9
Active Agriculture Acres	0	0	0	0	0	2.5
100-Year Floodplain Acres	0.5	0.5	3.3	0.5	0.5	7.3
New Stream Crossings	0	0	5	3	4	5
Culvert Extensions	2	2	2	2	2	2
New Stream Channel Linear Feet	0	0	1040	-	880	
Original Stream Channel Linear Feet	0	0	1380	-	200	
Net Change in Channel Length Linear Feet	0	0	-340	-	320	

2  
1940  
make sure #5  
2460  
ave connect  
+280

2030  
-42  
0

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IV-25

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7. Effects on Threatened or Endangered Species

Correspondence with the U.S. Fish and Wildlife Service and Maryland Department of Natural Resources - Wildlife Administration, indicates there are no known populations of threatened or endangered species in the study area. (See Section VI).

8. Coordination

In addition to correspondence with appropriate resource agencies (Section VI), this project has been coordinated with representatives of the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, the Environmental Protection Agency and the Maryland Department of Natural Resources - Water Resources Administration (DNR-WRA) at State Highway Administration Quarterly Interagency Review meetings on May 12, 1982 and April 28, 1983. Further coordination has been accomplished through meetings with representatives of DNR-WRA in January, 1982 and DNR-WRA and the U.S. Army Corps of Engineers on October, 1983.

D. Air Quality Impacts

1. Analysis Objectives, Methodology, and Results

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

A microscale CO pollution diffusion analysis was conducted using the third generation California Line Source Dispersion Model, CALINE 3. This microscale analysis consisted of projections of one-hour and eight-hour CO concentrations at sensitive receptor sites under worst case meteorological conditions for the No-Build and the Build Alternates for the design year (2010) and the estimated year of completion (1990).

a. Analysis Inputs

A summary of analysis inputs is given below. More detailed information concerning these inputs is contained in the Maryland Route 43 Extended Air Quality Analysis which is available for review at the Maryland State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.

Background CO Concentrations

In order to calculate the total concentration of CO, which occurs at a particular receptor site during worst case meteorological conditions, the background CO concentrations are considered in addition to the levels directly attributable to the facility under consideration. The background concentration resulting from area-wide emissions from both mobile and stationary sources was assumed to be the following:

	CO, PPM	
	1 hour	8 hour
1990	3.3	1.7
2010	2.6	1.3

1984

Traffic Data, Emission Factors, and Speeds

The appropriate traffic data was utilized as supplied by the Bureau of Highway Statistics (May and June 1983, January, 1984) of the Maryland State Highway Administration.

The composite emission factors used in the analysis were derived from the Environmental Protection Agency (EPA) Mobile Source Emission Factors, and were calculated using the EPA MOBILE 1 computer program. An ambient air temperature of 20° F was assumed in calculating the emission factors for both the 1 hour and 8 hour analysis in order to approximate worst case results for each analysis case. Credit for a vehicle inspection maintenance (I/M) emission control program beginning in 1984 was included in the emission factor calculations.

Average vehicle operating speeds used in calculating emission factors were based on the capacity of each roadway link considered, the applicable speed limit, and external influences on speed through the link from immediately adjacent links. Average operating speeds ranged from 25 mph to 55 mph for the No-Build and Build alternates depending upon the roadways under consideration.

Meteorological Data

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



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

b. Sensitive Receptors

Site selection of sensitive receptors was made on the basis of proximity to the roadway, type of adjacent land use, and changes in traffic patterns on the roadway network. Twenty-six (26) receptor sites were chosen for this analysis consisting of twenty-three (23) residences, a church, a park, and a tennis club. The receptor site locations were verified during study area visits by the analysis team. A general receptor site location map is shown on Figure IV-4.

<u>SITE NO.</u>	<u>DESCRIPTION/LOCATION</u>
1	Residence, Split-level frame, Saxon Avenue
2	Residence, Split-level frame, Shoreham Court
3	Residence, 1 story brick, Silver Spring Road
4	Residence, 2 story brick, Silver Spring Road
5	Residence, 2 1/2 story brick, Belair Road
6	St. Joseph's Fullerton Parish/School/Convent Belair Road
7	Residence, 2 story frame, Belair Road
8	Residence, 2 story stucco, Belair Road
9	Residence, 2 story brick/frame, Lark Meadow Court, Village of Hickory Hollow

18/c

<u>SITE NO.</u>	<u>DESCRIPTION/LOCATION</u>
10	Residence, 2 story frame, Ridge Road
11	Residence, 1 story brick/stone, Bucks School House Road
12	Residence, 2 story frame, Fitch Avenue
13	Residence, 2 story stucco, Oak Hill Road
14	Residence, 2 story brick, Rolling View Avenue
15	Burnam Woods Apartments, Raylon Drive
16	Residence, 1 story frame, Necker Avenue
17	Residence, 2 story brick, E. Joppa Road
18	Belmont Park, Edge of Right of Way Receptor
19	Townhouses, 2 story brick/frame, Lerner Court
20	Apartments, 3 story Garden, Thurmont Road
21	Apple Hill Apartments, 3 story brick/frame block, Ridgetown Road
22	Residence, 2 story stone, Grove Road
23	Residence, 2 story brick, E. Joppa Road
24	Pine Valley Tennis Club, White Marsh Road
25	Residence, 1 story brick, Louisa Avenue
26	Sunrise Trailer Park, Belair Road Trailer on Def Road

c. Results of Microscale Analysis

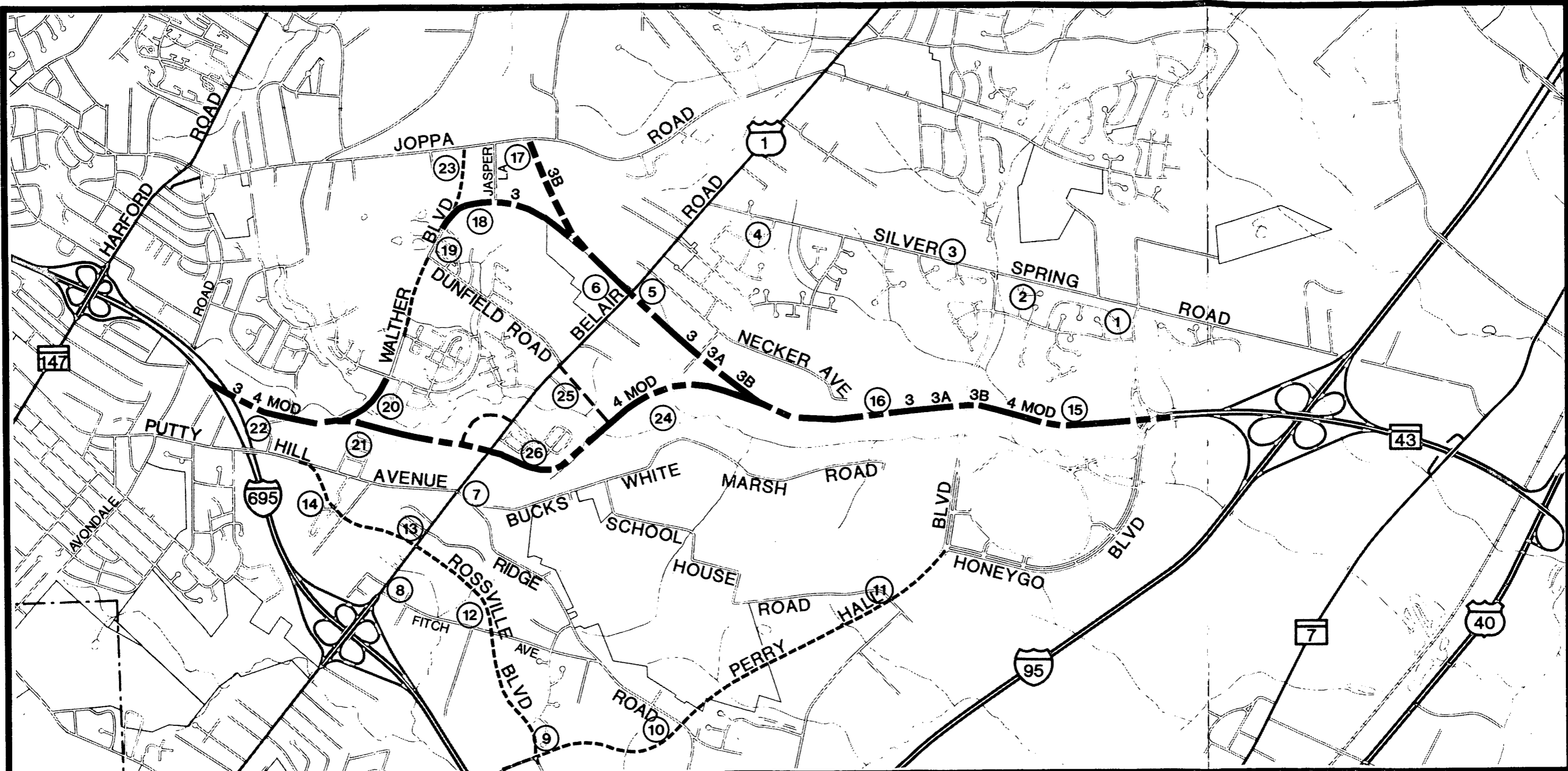
The results of the calculations of CO concentrations at each of the sensitive receptor sites for the No-Build and Build alternates are shown on Tables IV-3 and IV-4. The values shown consist of predicted CO concentrations attributable to traffic on various roadway links plus projected

background levels. The No-Build Alternate assumes that no improvements are made to U.S. Route 1 and there is no extension of Maryland Route 43. In addition, the concentrations shown for the Build Alternates 3, 3A, 3B, 3B Modified, and 4 Modified assume a six (6) lane improvement to U.S. Route 1 which is a worst case alternate from an air quality viewpoint. A comparison of the values in Tables IV-3 and IV-4 with the S/NAAQS shows that no violations will occur for the No-Build or with any of the Build alternates in 1990 or 2010 for the one-hour or eight-hour concentrations of CO.

The projected CO concentrations vary between alternates depending on receptor locations as a function of the roadway locations and traffic patterns associated with each alternate. In most cases, the background concentrations are greater than the CO contributions from the roadway network associated with the alternates. The maximum one-hour concentrations associated with any of the alternates is only 16% of the one hour S/NAAQS while the maximum eight-hour concentration is 38% of the eight-hour S/NAAQS. Most of the one-hour and eight-hour concentrations for each receptor and corresponding alternate are a lower percentage of the standards than the 16% and 38%.

2. Construction Impacts

The construction phase of the proposed project has the potential of impacting the ambient air quality through such means as fugitive dust from grading operations and materials handling. The State Highway Administration has addressed this



**LEGEND**

**MARYLAND ROUTE 43**

**AIR and NOISE SENSITIVE AREAS**

SCALE: 1" = 2000'

FIGURE IV-4

TABLE 1  
CO CONCENTRATIONS\* AT EACH RECEPTOR SITE, PPM  
1990

	NO-BUILD		Alt. 3		Alt. 3A		Alt. 3B		Alt. 3B Mod.		Alt.4 Mod. (Preferred)	
	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
1	3.8	2.2	3.7	2.1	3.7	2.0	3.7	2.0	3.7	2.0	3.7	2.0
2	4.2	2.6	3.7	2.0	3.8	2.1	3.8	2.1	3.8	2.1	3.6	2.0
3	4.5	2.9	3.9	2.2	4.0	2.2	4.0	2.2	4.0	2.2	3.9	2.2
4	4.3	2.7	3.8	2.1	3.9	2.1	3.9	2.1	3.9	2.1	3.9	2.2
5	5.1	3.2	4.8	3.1	5.3	3.4	5.3	3.4	5.3	3.4	4.8	2.9
6	4.5	2.7	4.3	2.5	4.7	2.8	4.7	2.8	4.7	2.8	4.4	2.6
7	4.3	2.5	4.4	2.7	5.1	3.2	5.1	3.2	5.1	3.2	4.1	2.3
8	4.5	2.7	4.6	2.8	5.0	3.1	5.0	3.1	5.0	3.1	4.6	2.8
9	3.8	2.2	4.0	2.3	3.9	2.3	3.9	2.3	3.9	2.3	4.0	2.3
10	3.6	1.9	3.7	2.1	3.7	2.1	3.7	2.1	3.7	2.1	3.7	2.1
11	3.6	2.0	3.7	2.1	3.7	2.1	3.7	2.1	3.7	2.1	3.7	2.1
12	3.6	1.9	3.7	2.0	3.4	1.8	3.4	1.8	3.4	1.8	3.7	2.0
13	3.9	2.2	4.0	2.3	3.5	1.9	3.5	1.9	3.5	1.9	4.0	2.3

\*Including Background Concentrations

The S/NAAQS for CO: 1 hour maximum = 35 PPM  
8 hour maximum = 9 PPM

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TABLE 1 (Cont'd.)  
CO CONCENTRATIONS\* AT EACH RECEPTOR SITE, PPM  
1990

	NO-BUILD		Alt. 3		Alt. 3A		Alt. 3B		Alt. 3B Mod.		Alt.4 Mod. (Preferred)	
	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
14	3.8	1.9	3.8	2.1	3.5	1.8	3.5	1.8	3.5	1.8	3.8	2.1
15	3.3	1.7	3.6	1.9	3.6	1.8	3.6	1.8	3.6	1.8	3.7	1.9
16	3.3	1.7	4.1	2.2	3.8	2.1	3.8	2.1	3.8	2.1	4.2	2.3
17	3.7	2.0	5.1	3.0	4.9	2.9	4.9	2.9	5.1	3.0	4.1	2.2
18	3.7	1.9	4.6	2.7	3.5	1.8	3.5	1.8	4.6	2.7	4.1	2.2
19	3.5	1.9	4.0	2.1	3.5	1.9	3.5	1.9	3.5	1.9	4.2	2.3
20	3.7	2.0	4.2	2.5	3.7	2.0	3.7	2.0	3.7	2.0	3.9	2.3
21	3.7	1.9	3.9	2.1	3.8	2.0	3.8	2.0	3.8	2.0	3.9	2.1
22	4.9	2.9	4.5	2.6	4.4	2.5	4.4	2.5	4.4	2.5	4.2	2.3
23	3.8	2.0	4.1	2.2	3.9	2.2	3.9	2.2	4.1	2.2	4.1	2.3
24	3.3	1.7	3.8	2.1	3.7	1.9	3.7	1.9	3.7	1.9	3.9	2.1
25	3.9	2.1	3.7	2.2	3.9	2.2	3.9	2.2	3.9	2.2	4.3	2.4
26	3.7	2.0	3.5	1.9	3.7	2.0	3.7	2.0	3.7	2.0	3.8	2.0

\*Including Background Concentrations

The S/NAAQS for CO: 1 hour maximum = 35 PPM  
8 hour maximum = 9 PPM

TABLE 2  
CO CONCENTRATIONS\* AT EACH RECEPTOR SITE, PPM  
2010

	NO-BUILD		Alt. 3		Alt. 3A		Alt. 3B		Alt. 3B Mod.		Alt.4 Mod. (Preferred)	
	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
1	3.3	1.9	3.1	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7
2	3.6	2.1	3.1	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7
3	3.9	2.4	3.3	1.9	3.2	1.9	3.2	1.9	3.2	1.9	3.3	1.9
4	3.7	2.3	3.2	1.8	3.1	1.8	3.1	1.8	3.1	1.8	3.3	1.9
5	4.0	2.6	4.5	2.9	4.5	2.9	4.5	2.9	4.5	2.9	4.4	2.8
6	3.6	2.2	3.9	2.3	3.9	2.3	3.9	2.3	3.9	2.3	3.7	2.2
7	3.4	2.1	3.7	2.5	4.3	2.7	4.3	2.7	4.3	2.7	3.4	1.9
8	3.7	2.4	4.0	2.4	4.2	2.7	4.2	2.7	4.2	2.7	3.9	2.4
9	3.3	1.9	3.4	2.1	3.3	2.0	3.3	2.0	3.3	2.0	3.4	2.1
10	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7
11	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7	3.0	1.7
12	2.9	1.4	2.9	1.6	2.8	1.4	2.8	1.4	2.8	1.4	2.9	1.6
13	3.1	1.6	3.3	1.8	3.1	1.6	3.1	1.6	3.1	1.6	3.7	2.1

\*Including Background Concentrations

The S/NAAQS for CO: 1 hour maximum = 35 PPM  
8 hour maximum = 9 PPM

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TABLE 2 (Cont'd.)  
 CO CONCENTRATIONS\* AT EACH RECEPTOR SITE, PPM  
 2010

	NO-BUILD		Alt. 3		Alt. 3A		Alt. 3B		Alt. 3B Mod.		Alt.4 Mod. (Preferred)	
	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.	1 hr.	8 hr.
14	3.0	1.6	3.1	1.7	2.9	1.5	2.9	1.5	2.9	1.5	3.4	1.8
15	2.6	1.3	2.9	1.6	3.0	1.5	3.0	1.5	3.0	1.5	2.9	1.6
16	2.6	1.3	3.4	2.1	3.4	2.0	3.4	2.0	3.4	2.0	3.5	2.2
17	2.9	1.6	3.4	1.8	5.5	3.4	5.6	3.4	3.4	1.8	3.7	2.1
18	2.8	1.5	4.0	2.5	2.9	1.5	2.9	1.5	4.0	2.5	3.0	1.5
19	3.2	1.6	3.4	1.9	3.2	1.6	3.2	1.6	3.2	1.6	3.2	1.6
20	3.5	1.9	3.6	2.3	3.5	1.9	3.5	1.9	3.5	1.9	3.2	1.8
21	3.2	1.6	3.1	1.7	3.1	1.7	3.1	1.7	3.1	1.7	3.0	1.6
22	3.8	2.2	3.4	1.9	3.4	2.0	3.4	2.0	3.4	2.0	3.3	1.8
23	3.0	1.6	3.1	1.7	3.8	2.1	3.8	2.1	3.1	1.7	3.7	2.1
24	2.6	1.3	3.2	1.8	3.1	1.7	3.1	1.7	3.1	1.7	3.3	1.9
25	3.0	1.7	3.2	1.8	3.2	1.8	3.2	1.7	3.2	1.7	3.7	2.4
26	2.9	1.6	2.8	1.5	2.9	1.6	2.9	1.6	2.9	1.6	3.1	1.6

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\*Including Background Concentrations

The S/NAAQS for CO: 1 hour maximum = 35 PPM  
 8 hour maximum = 9 PPM



possibility by establishing Specifications for Materials, Highways, Bridges and Incidental Structures which specifies procedures to be followed by contractors involved in state work.

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

3. Conformity with Regional Air Quality Planning

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

4. Agency Coordination

Copies of the Maryland Route 43 Air Quality Analysis have been circulated to the U.S. Environmental Protection Agency and the Maryland Air Management Administration for review and comment.

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E. Noise Impact Analysis

1. Noise Abatement Criteria

The Federal Highway Administration has established through the Federal Highway Program Manual (FHPM) 7.7.3, maximum noise levels for various land uses (See Appendix c). For most common land uses such as schools, residences, churches, libraries, hospitals, and parks, the exterior L<sub>10</sub> design noise level is 70dBA. These are expressed in terms of an L<sub>10</sub> noise level, which describes a noise level that is exceeded for 10% of a given time period.

2. Ambient Noise Level Measurements

Twenty-eight (28) noise sensitive areas were identified and analyzed in the study area. These are shown on Figure IV-4 in Section IV-D. Following is a brief description of these:

<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
1	B	Fourteen (14) split-level single family residences located on Saxon Circle, with access to Honegyo Bouelvard.
2	B	Three (3) split-level single family frame residences on Shoreham Court, with access to Perry Hall Boulevard.
3	B	Silver Spring Road. One (1) one-story single family brick residence with direct access to Silver Spring Road.
4	B	Five (5) two-story, single family brick residences with direct access to Silver Spring Road.
5	B	Five (5) two and one-half story, single family frame residences with direct access to U.S. Route 1.

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<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
6A	B	St. Joseph's Fullerton Parish School. One (1) story stone school building with direct access to U.S. Route 1.
6B	B	St. Joseph's Fullerton Parish Church. Two (2) story, air conditioned, stone/stucco church building with direct access to U.S. Route 1.
7	B	One (1) two-story single family frame residence with direct access to U.S. Route 1.
8	B	Five (5) two-story single family stucco/frame residences with direct access to U.S. Route 1.
9	B	One (1) two-story, single family brick/frame residence on Lark Meadow Court, with access to Fitch Avenue.
10	B	One (1) two-story single family frame residence on Ridge Road.
11	B	One (1) one-story single family brick/stone residence on Bucks Schoolhouse Road.
12	B	One (1) two-story single family frame residence on Fitch Avenue.
13	B	One (1) two-story single family stucco residence with direct access to U.S. Route 1.
14	B	One (1) two-story single family brick residence on Rolling View Avenue.
15	B	Burnam Woods Apartments. Two three-story multifamily brick garden-style apartment buildings on Raylon Drive. These apartment units are air-conditioned.
16	B	One (1) one-story single family frame residence on Necker Road next to gun club.
17	B	One(1) two-story single family brick residence on Joppa Road.

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<u>Noise Sensitive Area</u>	<u>Activity Category</u>	<u>Description</u>
18	B	Belmont Park. Receptor location is edge of right of way.
19	B	Five (5) two-story multi-family brick/frame townhouse buildings backing on proposed Walther Boulevard. Receptor site - Lerner Court. These buildings are air conditioned.
20A	B	One (1) three-story, multi-family brick/frame garden apartment building (air conditioned) on Thurmont Road.
20B	B	Three (3) two-story multi-family brick/frame townhouses on Santee Road with access to Kintore Drive. These buildings are air conditioned.
21	B	Apple Hill Apartments/Townhouses. One (1) two-story multi-family brick/frame apartment building on Ridgetown Road. This building is air conditioned.
22	B	One (1) two-story single family stone residence on Grove Road with access to Putty Hill Avenue.
23	B	One (1) two-story single family brick residence on Joppa Road.
24	B	Pine Valley Tennis Club. Outdoor recreational area on White Marsh Road.
25	B	One (1) one-story single family brick residence located on Louisa Avenue with access to U.S. Route 1.
26	B	Sunrise Trailer Park on Belair Road. One (1) mobile trailer home on Def Road.

A field measurement program to establish ambient noise levels was conducted utilizing the latest method of environmental noise analysis. 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. Variations with time of total traffic volume, truck traffic volume, speeds, etc., may cause fluctuations in ambient noise levels of several decibels. However, for the purposes of impact assessment, these fluctuations are not sufficient to significantly affect the assessment.

The results of the ambient monitoring program are shown in Table IV-5.

3. Predicted Noise Levels

a. Prediction Methodology

The method used to predict the future noise levels from the proposed extension of Maryland Route 43, was developed by the Federal Highway Administration of the U.S. Department of Transportation. The FHWA Highway Traffic Noise Prediction Model (FHWA Model) incorporates data pertaining to normal traffic volume increases over time, utilizes an experimentally and statistically determined reference sound level for three classes of vehicles (autos, medium duty trucks, 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, average vehicles speed, and specifies a time period of consideration; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway, including roadway width and number of traffic lanes; and

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3) adjustment for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

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

b. Summary of Traffic Parameters

Traffic information for this analysis was prepared by the Maryland State Highway Administration's Bureau of Traffic Engineering and Bureau of Highway Statistics for the Design Year (2010).

The Design Hour Volume (DHV's) were used in this study which produced the highest noise levels, representing the worst-case condition.

c. Prediction Results

Noise levels projected for the design year (2010) for the "Build" and "No-Build" alternatives are shown in Table IV-5.

4. Noise Impact Assessment

a. Impact Analysis and Feasibility of Noise Control

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/

# PROJECT NOISE LEVELS

TABLE VI

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## MARYLAND ROUTE 43 NO-BUILD ALTERNATE

NSA	DESCRIPTION	AMBIENT L <sub>10</sub>		DESIGN YEAR   2010   L <sub>10</sub>	
				<u>NO-BUILD</u>	
1	RESIDENTIAL	55	<sup>LEG</sup> 52	62	<sup>LEG</sup> 59
2	RESIDENTIAL	55	52	63	60
3	RESIDENTIAL	64	61	66	63
4	RESIDENTIAL	64	61	68	65
(5)	RESIDENTIAL	67	64	68	65
6A	CHURCH/SCHOOL	62	59	64	61
6B	CHURCH	59	56	59	56
(7)	RESIDENTIAL	66	63	67	64
(8)	RESIDENTIAL	66	63	69	66
(9)	RESIDENTIAL	48	45	63	60
10	RESIDENTIAL	58	55	61	58
(11)	RESIDENTIAL	50	47	61	58
12	RESIDENTIAL	64	61	61	58
13	RESIDENTIAL	59	56	63	60
(14)	RESIDENTIAL	61	58	67	64
17	RESIDENTIAL	62	59	66	63
(18)	PARK	46	43	58	55
(21)	RESIDENTIAL	40	37	66	63
(22)	RESIDENTIAL	59	56	69	66
23	RESIDENTIAL	62	59	65	62
(25)	RESIDENTIAL	49	46	57	54
26)	RESIDENTIAL	49	46	54	51





# PROJECT NOISE LEVELS

TABLE VI

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X MARYLAND ROUTE 43 - ALTERNATES 3, 3A, 3B, 3B MODIFIED

NSA	DESCRIPTION	AMBIENT L <sub>10</sub>	DESIGN YEAR   2010   L <sub>10</sub>		
			3,3B Modified	3A	3B
1	RESIDENTIAL	55	60	60	60
2	RESIDENTIAL	55	60	60	60
3	RESIDENTIAL	64	66	66	66
4	RESIDENTIAL	64	66	66	66
5	RESIDENTIAL	67	70	70	70
6A	CHURCH/SCHOOL	62	64	66	64
6B	CHURCH	59	60	60	60
7	RESIDENTIAL	66	--	69	--
8	RESIDENTIAL	66	--	71	--
9	RESIDENTIAL	48	64	64	64
10	RESIDENTIAL	58	63	63	63
11	RESIDENTIAL	50	62	62	62
12	RESIDENTIAL	64	63	63	63
13	RESIDENTIAL	59	63	63	63
14	RESIDENTIAL	61	70	70	70
15	RESIDENTIAL	48	54	53	54
16	RESIDENTIAL	41	62	61	62
17	RESIDENTIAL	62	--	--	63
18	PARK	46	66	--	66
19	RESIDENTIAL	46	66	--	66
20A	RESIDENTIAL	40	59	--	--



# PROJECT NOISE LEVELS

TABLE VI

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MARYLAND ROUTE 43 - Alternate 4 Modified

NSA	DESCRIPTION	AMBIENT L <sub>10</sub> <small>Leq</small>		DESIGN YEAR   2010   L <sub>10</sub>	
				<small>Leq</small>	
1	RESIDENTIAL	55	52	60	57
2	RESIDENTIAL	55	52	60	57
3	RESIDENTIAL	64	61	66	63
4	RESIDENTIAL	64	61	66	63
5	RESIDENTIAL	67	64	70	67
6A	CHURCH/SCHOOL	62	59	64	61
6B	CHURCH	59	56	60	57
7	RESIDENTIAL	66	63	69	66
8	RESIDENTIAL	66	63	71	68
9	RESIDENTIAL	48	45	64	61
10	RESIDENTIAL	58	55	63	60
11	RESIDENTIAL	50	47	62	59
12	RESIDENTIAL	64	61	63	60
13	RESIDENTIAL	59	56	63	60
14	RESIDENTIAL	61	58	70	67
15	RESIDENTIAL	48	45	54	51
16	RESIDENTIAL	41	38	61	58
18	PARK	46	43	56	53
19	RESIDENTIAL	46	43	66	63
20A	RESIDENTIAL	40	37	58	55
20B	RESIDENTIAL	40	37	57	54





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Activity Relationship (see Appendix C) published in FHPM 7-7-3.

When design year  $L_{10}$  noise levels are projected to exceed the abatement criteria (See Table IV-5) or increase ambient conditions by more than 10dBA, noise abatement measures (in general, noise barriers) are considered to minimize impact. Consideration is based on the size of the impacted area (number of structures, spacial distribution of structures, etc.), the predominant activities carried on within the area, the visual impact of the control measure, practicality of construction, and economic feasibility.

Economic assessment is based on the following assumptions. An effective barrier should, in general, extend in both directions to four (4) times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 10dBA reduction in the noise level, as a preliminary design goal. For the purpose of comparison, a total cost of \$25 per square foot is assumed to estimate total barrier cost.

#### No-Build Alternate

A total of twenty-four (24) noise sensitive areas are associated with this alternate.  $L_{10}$  noise levels would increase 1 - 26 dBA over present levels. None of these noise sensitive areas will exceed the noise abatement criteria of 70dBA, however, NSA's 9, 11, 18, 19, 20A, 21, and 22 will have projected increases over ambient levels by 10 dBA or more. NSA 12 will have a projected 2010 noise level lower than the existing ambient level. This difference is due to the fluctuations in traffic characteristics (Truck %, Volumes, Speed) during the

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monitoring period. Noise mitigation measures are not recommended for this alternate.

Build Alternates 3, 3A, 3B, and 3B Modified

A total of twenty-five (25) noise sensitive areas are associated with these alternates.  $L_{10}$  noise levels would increase 1 - 21 dBA over present levels. NSA 12 will have a projected 2010 noise level lower than the existing ambient noise level. This difference is due to the fluctuations in traffic characteristics (Truck %, Volumes, Speeds) that can occur during the monitoring period. NSA 8 for Alternate 3A will be the only location where the Noise Abatement Criteria would be exceeded (71dBA). Noise Sensitive Areas 9, 11, 16 and 18-22 have projected 2010 noise levels that will increase 10 dBA or more over ambient levels. The following is a discussion regarding the feasibility of noise abatement for these nine (9) sites:

NSA 8

This noise sensitive area applies to Alternate 3A only. NSA 8 will have a projected 2010 noise level 5dBA over the ambient level and will exceed the noise abatement criteria by 1dBA. A barrier at this location would have to be segmented for driveway access to U.S. Route 1 which would not be physically effective. A barrier length of +700' at a height of 10' would only reduce projected noise levels by 0-1 dBA. With a cost of \$175,000 (\$35,000/residence), this barrier would not be cost-effective or physically effective.

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NSA 9

This noise sensitive area applies to Alternates 3, 3A, 3B, and 3B Modified. NSA 9 will have projected 2010 noise levels 16dBA over existing ambient levels. A barrier length of approximately 880' at a height of +12' would reduce the projected noise levels by 9-10dBA. This barrier would cost \$264,000 (\$44,000/residence) and would provide attenuation to a maximum of six (6) residences on Lark Meadow Court, which would not be cost-effective.

~~NSA 11~~

NSA 11 applies to alternates 3, 3A, 3B, and 3B Modified. This location will have a projected 2010 increase of 12 dBA over existing ambient levels. A barrier at this site would have to be segmented for driveway access which would not provide sufficient attenuation to be physically effective. A barrier 780' in length by +12' in height at a cost of \$234,000 would only reduce the projected noise levels 2-3dBA at two (2) residences.

NSA 16

Noise Sensitive Area 16 applies to alternates 3, 3A, 3B and 3B Modified. This NSA will have projected 2010 increases of 21dBA over ambient levels for Alternates 3, 3B, and 3B Modified. Due to lower traffic volumes for Alternate 3A, the projected increase for this alternate is 20dBA. A barrier 960' in length by +12' in height at a cost of \$288,000 would only reduce the projected noise level 5-6dBA at this residence. This mitigation would not be cost effective.



NSA 18

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NSA 18 applies to alternates 3, 3B, and 3B Modified. This area will have a projected 2010 increase of 20dBA over ambient levels for these alternates. Currently, there are no recreational facilities or associated activities (playground, ballfields, tennis courts, etc.) in this park. Recreational activities are being planned although the locations of the activities have not been determined. Therefore, any mitigation of noise impacts is not recommended at this time. If Alternate 3 or 3B Modified is selected, further coordination will be undertaken with Baltimore County's Department of Recreation and Parks for the possible placement of noise barriers.

NSA 19

Noise Sensitive Area 19 applies to Alternates 3, 3B, and 3B Modified. NSA 19 will have a projected 2010 increase of 20dBA over existing ambient levels. A barrier at this location would have to be segmented for the at-grade intersection of proposed Walther Boulevard and Dunfield Road. A barrier 1100' in length by +12' in height at a cost of \$330,000 would only reduce the projected noise levels 3-4dBA. This would not be an effective abatement measure at this site.

NSA 20A

This noise sensitive area applies to Alternate 3 only. NSA 20 will have a projected 2010 increase of 19dBA over existing ambient levels. A barrier at this location would have to be segmented at the intersection of Walther Boulevard and Kintore Drive. A barrier 1220' in length by +12' in height at a cost of \$366,000 would only reduce the projected noise levels by 3-4 dBA. This would not be a physically effective mitigation measure.

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NSA 21

NSA 21 applies to Alternates 3, 3B, and 3B modified. This noise sensitive area will have a projected 2010 increase of 18dBA over ambient levels. This site is located approximately 200' from the proposed roadway which is too far to achieve a significant reduction in the projected noise levels. A barrier +1600' in length by +14' in height at a cost of \$560,000 would only reduce the projected noise levels 1-2dBA. This would not be a physically or cost effective mitigation measure.

NSA 22

*not physically effective*

This site applies to Alternate 3. This noise sensitive area will have a projected 2010 increase of 11dBA over the present ambient levels. NSA 22 is located +240' from I-695 and +120' from proposed Alternate 3 which is too far for a barrier to be physically effective. In addition, I-695 would be the major contributor to the 2010 noise level at this location. A barrier 900' in length by 14' in height at a cost of \$315,000 would only reduce the projected noise level by 1dBA.

Build Alternate - 4 Modified (Preferred Alternate)

A total of twenty-seven (27) noise sensitive areas are associated with this alternate. L<sub>10</sub> noise levels would increase 1-25dBA over present levels. NSA 12 will have a projected 2010 noise level lower than the existing ambient noise level. This difference is due to the fluctuations in traffic characteristics (Truck %, Volumes, Speeds) that can occur during the monitoring period. NSA 8 will be the only location where the

noise abatement criteria would be exceeded. Noise Sensitive Areas 9, 11, 16, 18-22, 25 and 26 have projected 2010 noise levels that will increase 10dBA or more over ambient levels. The following is a discussion regarding the feasibility of noise abatement for these twelve (12) sites:

NSA 8

Same as feasibility of abatement discussion for Alternate 3A.

NSA 9

Same as feasibility of abatement discussion for Alternates 3, 3A, 3B, and 3B Modified.

NSA 11

Same as feasibility of abatement discussion for alternate 3, 3A, 3B and 3B Modified.

NSA 16

This noise sensitive area will have a projected 2010 increase of 20dBA for alternate 4 Modified. The feasibility of abatement discussion is the same as the discussion used for Alternates 3, 3A, and 3B.

NSA 18-19

NSA 18, Belmont Park, will be affected by Walther Boulevard under this alternate and will have a projected 2010 increase of 10 dBA over ambient levels. The same feasibility of abatement discussion for Alternates 3, 3B, and 3B Modified applies to these NSA's for Alternate 4 Modified.

NSA 20A and 20B

Noise sensitive areas 20A and 20B will have projected 2010 increases of 18 and 19 dBA, respectively, over

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existing ambient levels. NSA's 20A and 20B are located +320' from proposed Alternate 4 modified which is too far for any type of barrier to be physically effective. A barrier 3500' in length by +12' in height at a cost of \$1,050,000 would possibly reduce the projected noise levels by 1dBA. This would not be cost-effective.

NSA 21

This NSA will have a projected 2010 increase of 25dBA over existing ambient levels. A barrier 1150' in length by 12' in height at a cost of \$345,000 (\$38,333/unit) would reduce projected noise levels 9-10dBA. However, this barrier would only provide attenuation to 8-9 apartment units at the first floor level, which would not be cost effective.

NSA 22

NSA 22 will have a projected 2010 increase of 10dBA over ambient levels. The feasibility of abatement discussion is the same as for Alternates 3, 3B, and 3B Modified.

NSA 25

Noise Sensitive Area 25 will have a projected 2010 increase of 12dBA over the existing ambient level. A barrier 1200' in length by +12' in height at a cost of \$360,000 (\$180,000/residence) would reduce the projected noise levels 9-10dBA. With only two residences at this location, this mitigation would not be cost effective.

NSA 26

This NSA will have a projected 2010 increase of 13dBA over the existing ambient level. A barrier 1700' in length by 15' in height at a cost of \$595,000 (\$99,166/residence) would reduce the projected noise levels by 9-10dBA. This would not be

a cost-effective mitigation measure for protection to a maximum of 5-6 mobile trailers.

U.S. Route 1 Improvements

A total of eight (8) noise sensitive areas are associated with the 6-lane alternate. This alternate would represent worst case noise conditions for the U.S. Route 1 improvement alternates. L<sub>10</sub> noise levels would increase 1-9 dBA over present levels. Noise Sensitive Area 8 will be the only location where the noise abatement criteria would be exceeded. The feasibility of abatement discussion for NSA 8 is described under Alternate 3A.

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

b. Construction Impacts

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

Bulldozers and Earth Movers

Graders

Front End Loaders

Dump and other Diesel Trucks

Compressors

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

F. Impact on Historic or Archeologic Sites

1. Historic Sites

There are 17 sites in the study area considered by the State Historic Preservation Officer to be of Maryland Historical Trust Inventory (MHTI) level of significance. Three (3) of these sites will be impacted by improvements to U.S. Route 1 and one (1) site, which has already been acquired by Baltimore County, will be impacted by Alternates 3 and 3B Modified. MHTI level sites do not meet the criteria for inclusion in the National Register of Historic Places and do not merit any special protection under state or federal law.

The Waldman House (BA 2143) is the only site in the project area considered by the State Historic Preservation Officer to be eligible for the National Register. Maryland Route 43 Alternates 3, 3A, 3B, and 3B Modified as well as both of the build alternates for U.S. Route 1 directly impact the Waldman House. Maryland Route 43 Alternate 4 Modified does not have any impacts to the Waldman House.

Specific impacts and mitigation are discussed in Section IV G.

2. Archeological Sites

According to the State Archeologist, due to "prior disturbance of the study area, low archeological potential and

failure of previous surveys in the area to locate archeological sites", no additional archeological study of this project is recommended.

G. 4(f) Evaluation

1. Introduction

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303 (c)) requires that the proposed use of any land from either a public park of national, state or local significance or from an historic site considered eligible for, or on the National Register of Historic Places be given particular attention. Final action requiring the taking of such land must document that there are no feasible and prudent alternatives to its use. Additionally, a full evaluation of measures to minimize harm must be made.

2. Description of the Proposed Action

The proposed action involves the construction of Maryland Route 43 as a six lane divided highway east of U.S. Route 1 and a four lane divided highway west of U.S. Route 1. This project also involves upgrading U.S. Route 1 to either a six lane divided highway or seven lanes, undivided.

If Maryland Route 43, Alternates 3 or 3B Modified are selected for construction, both Belmont Park and the Waldman House would be adversely affected. The Waldman House would also be affected by Maryland Route 43, Alternates 3A, 3B, or either of the U.S. Route 1 Build Alternates, should any of these alternates be selected for implementation. The alternates under consideration for this study are described in Section II B.

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3. Description of 4(f) Properties

a. Belmont Park

Belmont Park consists of 43.5+ acres of undeveloped land located south of Joppa Road (near Jasper Lane), north of the residential development known as Belmont and northwest of Belair Road. This land is owned by Baltimore County and is planned for development as a neighborhood/community park. Development of park design plans is scheduled for fiscal year 1984. Planned park development includes construction of athletic fields, roads, parking, a pavillion and utilities for fiscal year 1985 and the construction of play equipment, a tennis and multi-use court for fiscal year 1990.

The park may be accessed from the north by way of Jasper Lane off of Dunfield Road. These county roads end at the park property. Access is limited to pedestrian traffic within the park. Park signs with regulations are posted at these two entry points. Belmont Park is the only park in the study area.

b. Waldman House

The Waldman House, owned by the Waldman family since 1900, is a two and one half story frame Victorian building with asbestos siding located at 8441 Bel Air Road, across from St. Josephs Church. The house was constructed as a road house in 1880 serving travellers along U.S. Route 1, which was built in the 1870's and 1880's as the Baltimore Jerusalem Turnpike. The house became known as the "Seven Mile House" when a mile marker was placed on the property in 1885. The structure is not



particularly distinctive for its architectural style, but is historically significant in that it is the most well-preserved and only unaltered inn remaining of the inns along the turnpike in Baltimore County.

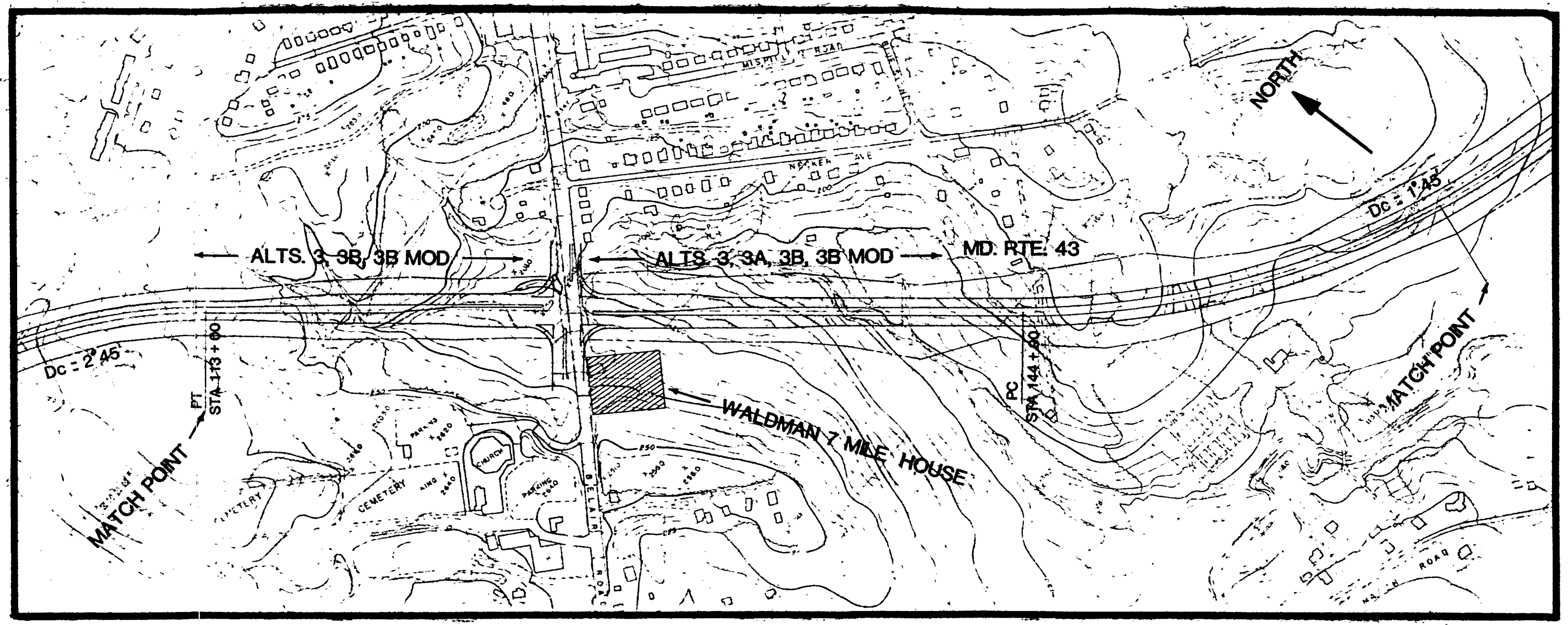
Additional buildings on the site which are associated with the house include a frame wagon shed and barn, located south and southeast of the house, and a concrete block building. There are also ruins of other buildings within the site.

The historic site encompasses approximately 1.5+ acres of the total 26.37+ acres of the Waldman property. The historic property is located 700' south of Necker Road, extends 225' along U.S. Route 1 and 285' back from U.S. Route 1. Location of the Waldman House is shown on the avoidance alternate maps (Figures IV-5 and IV-6) in this Section.

The house is currently used as a private residence. However, plans have been submitted by a private developer proposing construction of 143 housing units which would encompass most of the Waldman property. The historic section of the property is planned for future commercial development.

4. Description of Impacts

Specific impacts to Belmont Park caused by Maryland Route 43 Alternates 3 and 3B Modified are shown in Section II on Figures II-8 and II-10 respectively. Approximately 8.5 acres of parkland would be required by Alternate 3 and 4.5 acres would be required for Alternate 3B Modified.



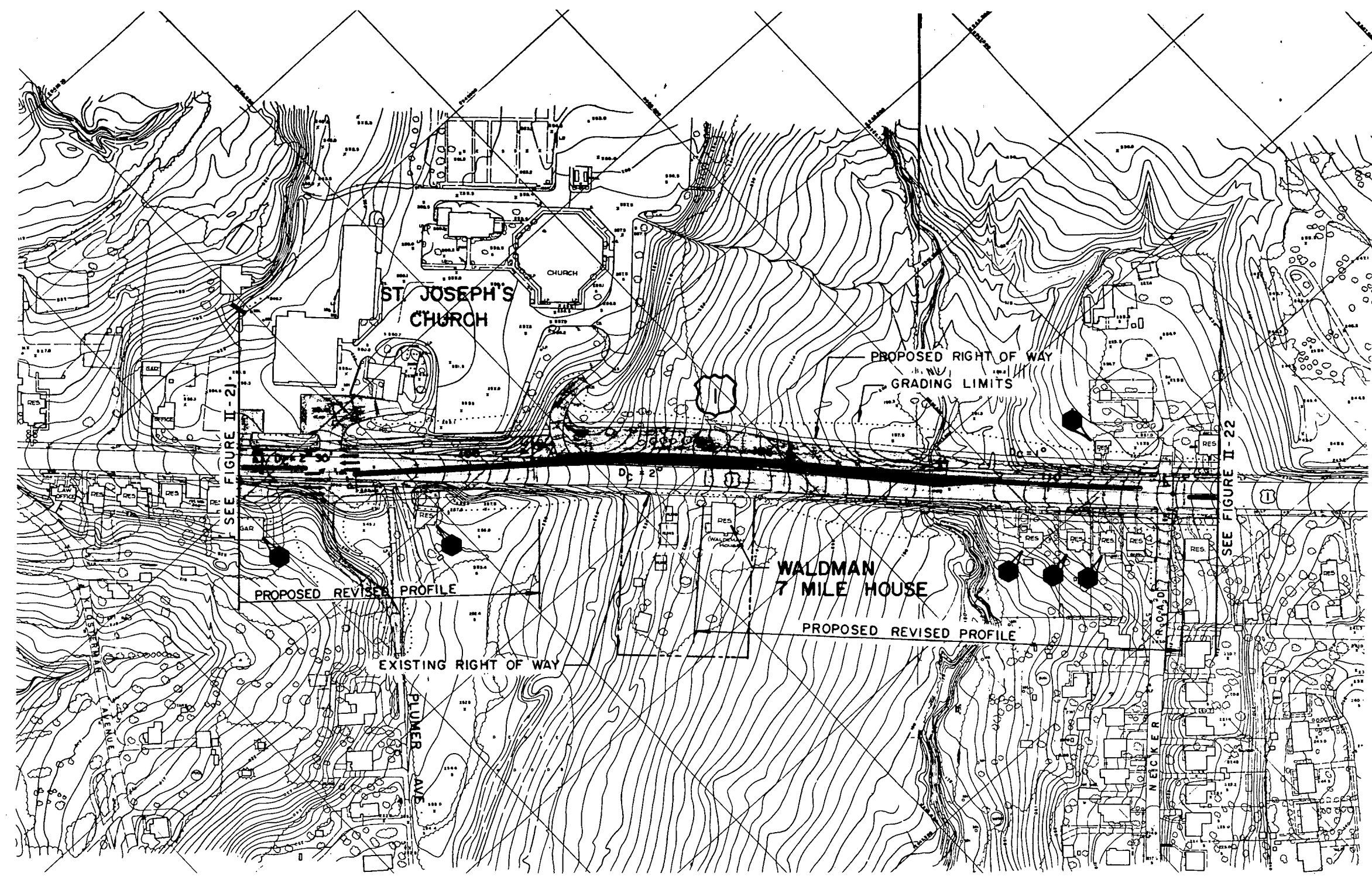
MD. RTE. 43 EXTENDED

WALDMAN 7-MILE HOUSE

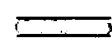



AVOIDANCE ALTERNATE

ALTERNATES 3, 3A, 3B, 3B MOD.

SCALE 1 in = 400 ft      FIG. IV - 5



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

U.S. ROUTE 1 IMPROVEMENTS  
FROM I-695 TO NORTH OF SILVER SPRING ROAD

**WALDMAN 7-MILE HOUSE  
AVOIDANCE ALTERNATE**

SCALE: 1" = 200'

FIGURE IX-6

Existing ambient noise levels in the park are ± 46 dBA. With the selection of Alternates 3, 3B or 3B Modified, noise levels are projected to increase to ± 66 dBA. In comparison, levels are projected to increase to ± 58 dBA under the No-Build Alternate, which includes the construction of Walther Boulevard.

At present, there are no facilities in the park and access is limited to pedestrian traffic. The County has initiated conceptual planning for future use of the park. If Alternate 3 or 3B Modified is selected, development of the selected alternate will be closely coordinated with Baltimore County.

Specific impacts to the Waldman site caused by Maryland Route 43 Alternates 3, 3A, 3B, or 3B Modified are shown in Section II on Figure II-8. Each of these alternates directly impacts the Waldman House with a turning movement from northbound U.S. Route 1 to eastbound Maryland Route 43.

Specific impacts to the Waldman site resulting from six and seven lane improvements to U.S. Route 1 are shown in Section II on Figures II-15 through 18 and II-19 through 22 respectively. The six lane option involves direct impacts to the Waldman House and would require the taking of the site. The seven lane option proposes a roadway alignment adjacent to the front of the Waldman House. However, the required grading would require acquisition of the house.

Existing noise levels in the vicinity of the Waldman House are ± 67 dBA. The No-Build Alternate is projected

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to increase noise levels by  $\pm 1$  dBA and any of the Build Alternates for Maryland Route 43 or U.S. Route 1 are projected to increase noise levels by  $\pm 3$  dBA.

#### 5. Avoidance Alternatives

It, is not feasible to shift the alignment of Maryland Route 43 for Alternates 3 or 3B Modified in order to avoid any impacts to Belmont Park. With Joppa Road and associated residences to the north and the residential development of Belmont to the south, any changes in the alignment for Alternates 3 or 3B Modified would cause severe residential impacts (see Figures II-8 and II-10). None of the other proposed alternates for Maryland Route 43 impact Belmont Park.

In order to avoid impacts to the Waldman House, avoidance alternates have been developed for the Maryland Route 43 Alternates 3, 3A, 3B and 3B Modified and the two U.S. Route 1 options. The Maryland Route 43 Avoidance Alternate for Alternates 3, 3A, 3B and 3B Modified (Figure IV-5) involves a northern shift of the originally proposed roadway alignment. Although it would avoid acquisition of the House, it would require an additional 2800' of stream realignment, 220' of stream channel loss, and is closer to the houses on Necker Road. Maryland Route 43 Alternate 4 Modified is also considered an avoidance alternate.

The U.S. Route 1 Avoidance Alternate for both of the six and seven lane options (Figure IV-6) would curve to the west just south of the St. Joseph's Church main entrance on a  $2^{\circ}$ -30' curve, and then curve back to the east on  $2^{\circ}$  and  $1^{\circ}$  curves, meeting the basic alignment at Necker Avenue. Although this alignment would avoid acquiring the Waldman House, it would

have the following adverse effects:

- Introduces a series of sharp horizontal curves in U.S. Route 1 along what is otherwise a straight alignment. This, together with the fact that the curve would begin near the crest of the hill, would increase an existing hazardous condition.
- Requires the acquisition of .65 acre of additional property from St. Joseph's Church including 3,175 sq. ft. of the Church parking lot with a loss of eight (8) parking spaces from St. Joseph's Church.
- Requires steepening the grade on the St. Joseph's Church main entrance from the existing 12% to 13%+. Maintenance of a 12% grade would extend the entrance another ± 10 feet, bringing the grading closer to the buildings at this entrance. The Church's school bus currently uses this as an exit.
- Requires the reconstruction of 100+ feet of the St. Joseph's Church south entrance on a 10% grade, causing a decrease in sight distance at the entrance. The Church's school bus currently uses this as an entrance.
- Requires reconstruction of 90 ± feet of the St. Joseph's Church north entrance, steepening the grade of the entrance from an existing 7% grade to an 8-9% ± grade.
- Requires relocation of the statue adjacent to St. Joseph's Church's north entrance. This statue would be in the roadway with this Avoidance Alternate.

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## 6. Mitigation Measures

The proposed avoidance alternates, if selected, would not impact Belmont Park or the Waldman House and would therefore not require mitigation. Prior to completion of the Final Environmental Impact Statement (FEIS), the potential mitigation option of examining the Waldman House to determine the feasibility of its relocation will be explored. This option would be coordinated with the property owner and other appropriate individuals.

Should Maryland Route 43 Alternates 3 or 3B Modified be selected, mitigation for impacts to Belmont Park would be developed accordingly and coordinated with Baltimore County.

## 7. Coordination

Coordination regarding possible impacts to Belmont Park has been ongoing with Baltimore County officials throughout the project planning process.

If an alternate that impacts the Waldman House is selected, further coordination with the Maryland Historical Trust will be undertaken.

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V  
DISTRIBUTION  
LIST



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DISTRIBUTION LIST

Contract No. B 818-151  
Maryland Route 43 Extended (White Marsh Boulevard)  
from west of U.S. Route 1 to I-95  
and  
U.S. Route 1 (Belair Road) Improvements  
from I-695 to North of Silver Spring Road  
in Baltimore County, Maryland

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FEDERAL AGENCIES

State Conservationist  
Soil Conservation Service  
Room 522  
4321 Hartwick Avenue  
College Park, Maryland 20740

Mr. Bruce Blanchard  
Director, Office of  
Environmental Project Review  
U.S. Department of Interior  
18th and C. Streets, N.W.  
Washington, D. C. 20242

Environmental Protection Agency  
Environmental Impact Statement  
Coordinator, ATTN: 3IR62  
Curtis Building  
Sixth and Walnut Streets  
Philadelphia, PA 19106

Regional Director  
National Marine Fisheries Service  
Federal Building  
14 Elm Street  
Gloucester, Massachusetts 01930

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

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

Commander  
U.S. Coast Guard, 5th District  
431 Crawford Street  
Portsmouth, Virginia 23703

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FEDERAL AGENCIES (cont'd.)

Commander  
Corps of Engineers  
Balimore District  
Box 1715  
Baltimore, Maryland 21201  
ATTN: NABOP-F

Division of NEPA Affairs  
Department of Energy  
Room 4G 064  
1000 Independence Avenue, S. W.  
Washington, D. C. 20230

Mr. Robert W. Harris  
Chief, Transportation Planning  
National Capital Planning Commission  
1325 G. Street, N.W.  
Washington, D. C. 20576

Mr. Peter N. Stowell  
Regional Administrator  
UMTA  
Suite 1010  
434 Walnut Street  
Philadelphia, PA 19106

Associate Director for Planning  
Management and Demonstration  
Urban Mass Transit Administration  
400 7th Street, S. W.  
Washington, D. C. 20590

Office of Economic Opportunity  
Director  
1200 - 19th Street, N.W.  
Washington, D. C. 20506

Mr. Robert Adamcik, Acting  
Regional Director  
Federal Emergency Management Agency  
Curtis Building  
6th and Walnut Streets  
Philadelphia, PA 19106

ELECTED OFFICIALS AND LOCAL GOVERNMENT AGENCIES

The Honorable Clarence D. Long  
United States Congress  
House of Representatives  
200 Post Office Building  
Chesapeake and Washington Avenues  
Towson, Maryland 21204

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ELECTED OFFICIALS AND LOCAL GOVERNMENT AGENCIES (cont'd.)

Senator Thomas L. Bromwell  
James Senate Office Building  
110 College Avenue  
Annapolis, Maryland 21401-1991

Delegate Dale Anderson  
T. H. Lowe House Office Building  
6 Bladen Boulevard  
Annapolis, Maryland 21401-1991

Delegate Joseph Bartenfelder  
T. H. Lowe House Office Building  
6 Bladen Boulevard  
Annapolis, Maryland 21401-1991

Delegate William J. Burgess  
T. H. Lowe House Office Building  
6 Bladen Boulevard  
Annapolis, Maryland 21401-1991

The Honorable Donald P. Hutchinson  
County Executive  
100 Court House  
Towson, Maryland 21204

Councilman Normal W. Lauenstein  
Germania Federal Building  
809 Eastern Boulevard  
Essex, Maryland 21221

Councilman Eugene W. Gallagher  
Old Court House  
2nd Floor  
Towson, Maryland 21204

Mr. Harry J. Pistel  
Director, Department of Public Works  
County Office Building  
Towson, Maryland 21204

Mr. Stephen E. Collins  
Director, Department of Traffic Engineering  
County Courts Building  
Towson, Maryland 21204

Mr. Norman E. Gerber  
Director, Office of Planning & Zoning  
County Office Building  
Towson, Maryland 21204

Mr. Malcolm S. Aldrich  
Director of Recreation and Parks  
301 Washington Avenue  
Towson, Maryland 21204

278  
2086

ELECTED OFFICIALS AND LOCAL GOVERNMENT AGENCIES (cont'd.)

Mr. Paul Reincke, Chief  
Baltimore County Fire Department  
800 N. York Road  
Towson, Maryland 21204

Cornelius J. Behan, Chief  
Baltimore County Police Department  
400 Kenilworth Avenue  
Towson, Maryland 21204

Mr. Paul S. Jarosinski  
Vice President  
Chairman, Transportation Committee  
North East Coordinating Council  
P.O. Box 44  
Perry Hall, Maryland 21128

MARYLAND DEPARTMENT OF TRANSPORTATION

Director  
Division of Public Affairs  
Maryland Department of Transportation  
P.O. Box 8755, BWI Airport  
Baltimore, Maryland 21240

Mr. Clyde E. Pyers, Director  
Division of Systems Planning and Development  
Maryland Department of Transportation  
P.O. Box 8755  
Baltimore, Maryland 21240

Mr. Larry Saben  
Washington Regional Office  
8720 Georgia Avenue, Suite 904  
Silver Spring, Maryland 20910

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

STATE CLEARINGHOUSE

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

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STATE CLEARINGHOUSE (cont'd.)

Department of Public Safety & Correctional Services  
Maryland Geological Survey

STATE HIGHWAY ADMINISTRATION

Deputy Chief Engineer - Development  
District Engineer  
Bureau of Highway Design  
Bureau of Bridge Design  
Bureau of Landscape Architecture  
Office of Planning & Preliminary Engineering  
Bureau of Project Planning  
Bureau of Planning & Program Development  
Office of Real Estate  
Bureau of Relocation Assistance  
Bureau of Acquisition Activities  
Federal-Aid Section - Office of Real Estate  
District Chief - Office of Real Estate  
State Highway Administration Library  
Equal Opportunity Section  
Bureau of Highway Statistics

**VI**  
**COMMENTS AND**  
**COORDINATION**

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VI. COMMENTS AND COORDINATION

Coordination efforts with Baltimore County, Elected Officials, the public and appropriate review agencies have been discussed throughout this document and representative correspondence is included in this section. Continued efforts will be made to coordinate plans for the proposed project with the appropriate individuals and agencies. A combined Location/Design Public Hearing is anticipated in May, 1984.



BALTIMORE COUNTY  
EXECUTIVE OFFICE  
TOWSON MARYLAND 21204  
(301) 494-2450

DONALD P. HUTCHINSON  
COUNTY EXECUTIVE

April 15, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P.O. Box 8755  
Baltimore, Maryland 21240

Re: Maryland Route 43 (Whitemarsh Boulevard)

Dear Mr. Pyers:

Your letter dated March 30, 1982 is acknowledged informing Baltimore County the "Maryland Department of Transportation has conducted an "Initial Project Planning" on the extension of Maryland Route 43 (Whitemarsh Boulevard) and has prepared a "Systems Planning Report."

After careful review of the Report and its recommendations, I concur the project should proceed into "Final Project Planning." Whitemarsh Boulevard is a priority project to provide relief to the communities involved and is consistent with the adopted Baltimore County Master Plan - 1979-1990.

I strongly urge this project continue to have priority in all phases of its planning and funds for the eventual construction of the project.

Very truly yours,

DONALD P. HUTCHINSON  
County Executive

DPH:hh

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## SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401

FRANCIS X. KELLY  
STATE SENATOR  
5TH LEGISLATIVE DISTRICT  
BALTIMORE, CARROLL & HARFORD  
COMMITTEE:  
BUDGET & TAXATION  
CHAIRMAN, JOINT COMMITTEE ON  
FEDERAL/STATE REGULATIONS  
CAPITAL PROJECTS

May 25, 1982

ANNAPOLIS OFFICE:  
JAMES SENATE OFFICE BUILDING  
ROOM 308  
841-3606  
DISTRICT OFFICE:  
10635 YORK ROAD  
COCKEYSVILLE, MARYLAND 21030  
252-5025  
HOME: 252-3486

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P.O. Box 8755  
Baltimore, Maryland 21240

Dear Mr. Pyers:

On behalf of the Baltimore County Delegation, I want to take this opportunity to make you aware of our support for the extension of Maryland Route 43 (Whitemarsh Boulevard).

We consider this project of ultimate priority and therefore, recommend that this project proceed to the "Final Project Planning" phase.

Thank you for your consideration of this request.

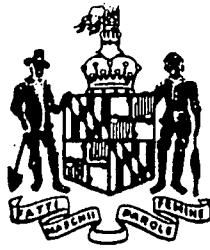
Sincerely,

Francis X. Kelly  
Chairman, Baltimore County Senate Delegation

FXK:tlc

cc: Donald P. Hutchinson

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# SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401 •

NORMAN R. STONE, JR.  
STATE SENATOR  
9TH DISTRICT  
BALTIMORE COUNTY

COMMITTEES:  
VICE-CHAIRMAN  
CONSTITUTIONAL AND  
PUBLIC LAW  
A.E.L.R. COMMITTEE  
EXECUTIVE NOMINATIONS

HOME ADDRESS:  
2322 LODGE FOREST DRIVE  
BALTIMORE, MARYLAND 21219

May 20, 1982

Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
P.O. Box 8775  
BWI, Maryland 21240

Dear Mr. Pyers:

I am writing with reference to the proposed extension of Maryland Route 43 (Whitemarsh Boulevard).

As you know, the "Initial Project Planning" stage has been completed and the decision to proceed into the "Final Project Planning" stage is pending. As an elected representative of the White Marsh area, I am keenly aware of the recent and continued growth of said area as a residential and commercial community. The increased activity has placed an additional burden on the existing road system, particularly on the Belair Road Corridor. I believe that the extension of Whitemarsh Boulevard would provide relief for the surrounding roads and communities. The extension will also play a vital role in future development which has been projected.

I strongly urge you to proceed into the "Final Project Planning" stage and would appreciate you advising me of any future progress.

With kind regards, I am

Very truly yours,

Norman R. Stone, Jr.

NRS, JR: vad



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SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

MELVIN A. STEINBERG  
STATE SENATOR  
12TH LEGISLATIVE DISTRICT  
BALTIMORE COUNTY  
COMMITTEES  
FINANCE CHAIRMAN  
EXECUTIVE NOMINATIONS  
LEGISLATIVE POLICY COMMITTEE

BALTIMORE OFFICE:  
305 W. CHESAPEAKE AVE.  
TOWSON, MARYLAND 21284  
821-5516  
ANNAPOLIS OFFICE:  
PRESIDENTIAL WING  
SENATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401  
841-3683

May 19, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P. O. Box 8755  
Baltimore, Maryland 21240


RE: Maryland Route 43 (Whitemarsh Boulevard)

Dear Mr. Pyers:

I have reviewed your letter of March 30, 1982 which was addressed to County Executive Hutchinson concerning Whitemarsh Boulevard.

I also strongly urge this project continue to have priority in all phases of its planning and funds for the eventual construction of the project.

Very truly yours,

  
MELVIN A. STEINBERG

MAS:jw

cc: The Honorable Donald P. Hutchinson



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# HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

LOUIS P. MORSBERGER  
13TH LEGISLATIVE DISTRICT  
BALTIMORE COUNTY  
COMMITTEE:  
ECONOMIC MATTERS

HOME ADDRESS:  
612 HILTON AVENUE  
CATONSVILLE, MARYLAND 21228  
747-8728  
OFFICE:  
1 NEWBURG AVENUE  
CATONSVILLE, MARYLAND 21228  
747-0407  
242-5699

May 28, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P.O. Box 8755  
Baltimore, Maryland 21240

Dear Mr. Pyers:

I would like to take this opportunity to state that I am in full support of completing the White Marsh Project.

I am aware that White Marsh Boulevard has a heavy traffic load and I firmly believe that completion of the Project will bring much needed relief to the communities involved.

Thank you for your kind attention to this matter.

Sincerely,

*Louis P. Morsberger*  
Louis P. Morsberger  
Delegate

LPM:smd  
cc : The Honorable Donald P.  
Hutchinson



HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

KENNETH H. MASTERS  
THIRTEENTH DISTRICT  
BALTIMORE COUNTY  
HOME ADDRESS:  
1809 EDMONDSON AVENUE  
CATONSVILLE, MARYLAND 21228  
780-9481  
BUSINESS PHONE: 823-7800

LEGISLATIVE OFFICES:  
1 NEWBURG AVENUE  
CATONSVILLE, MARYLAND 21228  
747-0407  
1330 SULPHUR SPRING ROAD  
ARBUTUS, MARYLAND 21227  
242-5699

May 25, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P. O. Box 8755  
Baltimore, Maryland 21240

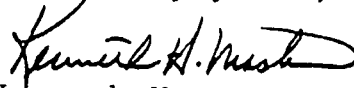
Re: Maryland Route 43 (White Marsh Boulevard)

Dear Mr. Pyers:

I am writing to express my support for the completion of the White Marsh Boulevard Project. Even though I represent the southwestern end of Baltimore County, I am aware of the important role White Marsh Boulevard plays in the program of planned development for our County. Therefore, this project is of utmost importance to every citizen of Baltimore County and the Baltimore Metropolitan Region.

Thank you for your consideration of this most important matter.

Very truly yours,

  
Kenneth H. Masters  
Delegate

KHM:smd

cc : The Honorable Donald P. Hutchinson,  
Baltimore County Executive

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## HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

DONALD K. HUGHES  
10TH LEGISLATIVE DISTRICT  
BALTIMORE COUNTY

CONSTITUTIONAL & ADMINISTRATIVE  
LAW COMMITTEE

ANNAPOLIS OFFICE:  
308 HOUSE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401-1991  
PHONE: 841-3359

DISTRICT OFFICE:  
1121 HIGH COUNTRY ROAD  
TOWSON, MARYLAND 21204  
PHONE: 321-0760

HOME PHONE: 821-8948

May 20, 1982

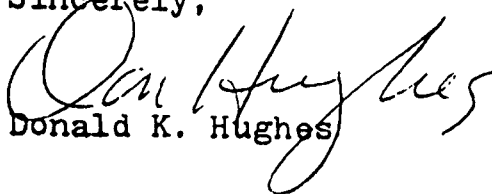
Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
P.O. Box 8755  
Baltimore, Maryland 21240

Dear Mr. Pyers:

It has been brought to my attention by County Executive Hutchinson that the Maryland Department of Transportation has completed its initial project planning on the extension of Maryland Route 43 (Whitemarsh Boulevard) and now recommends that the project proceed to the final project planning phase.

I give my support to the recommendation. The extension of this route is an integral part of the County's planned growth and development and continues to have my support as a transportation priority.

Sincerely,

  
Donald K. Hughes

DKH:ch

CC: The Honorable Donald P. Hutchinson

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HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401

THOMAS W. CHAMBERLAIN, SR.  
ELEVENTH LEGISLATIVE DISTRICT  
BALTIMORE COUNTY  
ENVIRONMENTAL MATIERS COMMITTEE  
JOINT COMMITTEE ON  
METROPOLITAN MASS TRANSIT OVERSIGHT  
JOINT COMMITTEE ON  
HEALTH FACILITIES ("DEINSTITUTIONALIZATION")

HOME ADDRESS:  
307 GALWAY ROAD  
LUTHERVILLE-TIMONIUM  
MARYLAND 21093  
LEGISLATIVE PHONE  
841-3350  
HOME PHONE: 252-0543

June 2, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
PO Box 8755  
Baltimore, Maryland 21240

Re: Maryland Route 43 (Whitemarsh Boulevard)

Dear Mr. Pyers,

I am writing to inform you of my support for the extension of Maryland Route 43 (Whitemarsh Boulevard). I am aware that State law requires the Department of Transportation to submit projects that have completed "Initial Project Planning" to the County's local governing body and local legislative delegation for approval to proceed to the "Final Project Planning" phase.

Because Whitemarsh Boulevard is a "town center" and traffic demands are heavy, I strongly urge that the project proceed to completion and provide relief for the local population's present traffic congestion.

Sincerely,

Thomas W. Chamberlain, Sr.

TWC/lt  
cc: Baltimore County Delegation  
Donald Hutchinson



COUNTY COUNCIL OF BALTIMORE COUNTY  
FIFTH DISTRICT OFFICE  
809 EASTERN BOULEVARD, ROOM 201  
ESSEX, MARYLAND 21221

NORMAN W. LAUENSTEIN  
COUNCILMAN

COUNCIL OFFICE - TOWSON 494-3196  
DISTRICT OFFICE - ESSEX 391-6711

May 24, 1982

Mr. Clyde E. Pyers, Director  
Office of Transportation Planning  
Maryland Department of Transportation  
Baltimore-Washington International Airport  
P.O. Box 8755  
Baltimore, Maryland 21240

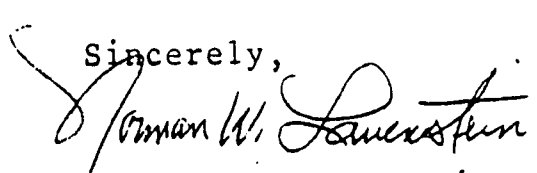
Dear Mr. Pyers:

This is to reiterate my support for the immediate construction of the White Marsh Boulevard (MD Route 43). As you know, I have in the past several years spoke favorably for this project at your department hearings held each year in Baltimore County. I also spoke in favor of this project at the recent hearing held at Perry Hall High School.

This project ought to be started without any further delays. Suffice to say the White Marsh Boulevard is vital to the White Marsh Town Center, as the whole concept behind the development of the Perry Hall/White March area was based on a commitment from the State of Maryland to construct the aforesaid highway.

With regards, I remain,

Sincerely,

  
Norman W. Lauenstein  
Councilman, Fifth District

NWL:mc





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
DELMARVA AREA OFFICE  
1825 VIRGINIA STREET  
ANNAPOLIS, MD 21401

June 15, 1982

Mr. William F. Schneider  
Bureau of Project Planning  
State Highway Administration  
P.O. Box 717  
707 N. Calvert Street  
Baltimore, MD 21203

RE: Maryland Route 43 extended  
(White Marsh Boulevard)  
Baltimore County

Dear Mr. Schneider:

This responds to your May 20, 1982, request for information on the presence of Federally listed or proposed endangered or threatened species within the impact area of the referenced project.

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. If project implementation is to occur more than 180 days in the future, we recommend that you verify the absence of endangered species with this office prior to finalization of your project plans.

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 Martha Carlisle or Andy Moser of our Endangered Species staff at (301) 269-6324.

Sincerely yours,

*John D. Green*

for John D. Green  
Area Manager



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MARYLAND DEPARTMENT OF NATURAL RESOURCES  
**WILDLIFE ADMINISTRATION**

BERNARD F. HALLA  
DIRECTOR

TAWES STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND 21401  
(301) 269-2752  
TTY for Deaf: (301) 269-2609

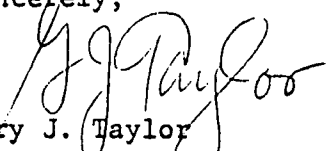
June 3, 1982

Mr. Louis H. Ege, Jr.  
State Highway Administration  
P.O. Box 717/707 North Calvert St.  
Baltimore, Maryland 21203-0717

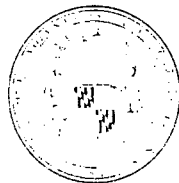
Dear Mr. Ege:

There are no known populations of threatened or endangered species within the area of project limits for the project involving MD Rt. 43 extended (Whitemarsh Blvd.), Baltimore county, as described in your letter to me of May 20, 1982.

Sincerely,

  
Gary J. Taylor  
Nongame & Endangered  
Species Program Manager

GJT:ba  
cc: C. Brunori  
M. Carlisle



TORREY C. BROWN, M.D.  
SECRETARY

LOUIS N. PHIPPS, JR.  
DEPUTY SECRETARY

STATE OF MARYLAND  
DEPARTMENT OF NATURAL RESOURCES  
MARYLAND GEOLOGICAL SURVEY

THE ROTUNDA  
711 W. 40TH STREET, SUITE 440  
BALTIMORE, MARYLAND 21211

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KENNETH N. MEYER  
DIRECTOR  
MARYLAND GEOLOGICAL SURVEY  
EMERY T. CLEAVES  
DEPUTY DIRECTOR

Division of Archeology

August 12, 1983

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

Dear Mr. Schneider:

On August 9, 1983, Lori Frye and I conducted a pre-survey assessment of the Maryland Route 43 project in Baltimore County to determine the need for a preliminary archeological reconnaissance; indications of previous ground disturbance suggested that full-scale survey might be inappropriate in this case.

The results of our assessment indicated that the survey area was disturbed to an even greater extent than anticipated. Areas of documented prior disturbance in the proposed right-of-ways are shown by heavy shading on the attached map. The main cause of most of the disturbance is the extraction of sand and gravel from extensive tracts of land. Recent housing and commercial development (sometimes in areas already gravelled), powerline and sewerline installations, and natural erosion were other contributing factors. (Note that the attached map, dated 1974, shows only a portion of the areas actually gravelled and almost none of the recent housing and commercial developments.)

The overall archeological potential of the study area can be considered fairly low, with most prehistoric potential assigned to intact areas along Whitemarsh Run. Comparison of historic maps with modern maps indicated that known structures for the proposed right-of-way areas are either extant or totally destroyed (i.e., gravelled areas). Previous archeological surveys in the area (shown on the attached map with light shading) include McNett's 1978 survey of proposed Rossville Boulevard and three M/DOT transects; all failed to locate any archeological remains. Limited testing of several small undisturbed areas found along Whitemarsh Run during our examination of the area also failed to locate any archeological

Mr. Louis H. Ege Jr.  
January 23, 1984  
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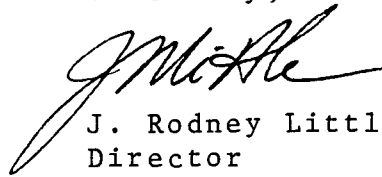
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chosen for improvement by the State for part of the New York to Washington, D.C. system.

We recommend that the two paragraphs of the significance statement regarding the possible association of the inn with the local German population and St. Joseph's church be deleted from this section. While it is admirable that the researcher explored such questions, the discussion has no place in the statement since no significant association was found. The significance statement should explain why the property is important and how it meets the National Register criteria.

Please contact Ms. Kim Kimlin of our office if you have any questions or comments.

Sincerely,



J. Rodney Little  
Director  
State Historic Preservation Officer

JRL/KEK/mbh

cc: Mr. Bruce MacDougal  
Mr. Charles L. Wagandt  
Mr. W. Boulton Kelly  
Ms. Rita Suffness

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Maryland Historical Trust

December 20, 1983

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

RE: Maryland Route 43 Extended  
From U.S. Route 1 to Honeygo Blvd.  
Contract No. B 818-011-471  
Baltimore County

Dear Mr. Ege:

Thank you for your letter of December 14, 1983 and the summary of the Maryland Geological Survey's archeological evaluation.

Based upon the information provided, we concur that the project will have no effect on significant archeological resources and that, therefore, no further investigations are necessary.

Thank you for providing us with this opportunity to comment.

Sincerely,

J. Rodney Little  
Director  
State Historic Preservation Officer

JRL/RBH/mbh

cc: Ms. Rita Suffness  
Mr. Tyler Bastian



Maryland Historical Trust

September 1, 1983

Mr. Louis H. Ege, Jr., Chief  
Environmental Management  
P.O. Box 717  
707 N. Calvert Street  
Baltimore, Maryland 21203-0717

Re: Maryland Route 43 Extended  
From U.S. Route 1 to Honeygo Boulevard

Dear Mr. Ege:

Thank you for providing us with the additional information regarding historic site J located on Bucks School House Road and within the study area for the above-referenced project. We concur with your opinion that this property does not appear to be eligible for the National Register.

We will complete our evaluation of site F (BA 2143) as soon as possible.

Sincerely,

J. Rodney Little  
Director  
State Historic Preservation Officer

JRL/KEK/bjs

cc: Mr. Charles L. Wagnadt  
Mr. W. Boulton Kelly



Maryland Historical Trust

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July 29, 1982

Mr. Louis H. Ege, Chief  
Environmental Management Section  
Bureau of Project Planning  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203

Re: MARYLAND ROUTE 43/WHITEMARSH BOULEVARD

Dear Mr. Ege:

Several months ago we received the Draft Systems Planning Report for the Extension of Route 43 in Baltimore County. This report outlined a study area and listed eighteen known historic sites within the area. We have also received your letter of July 20, 1982, concerning historic sites in the survey area for Maryland Route 43 extended from U.S. Route 1 to Honeygo Boulevard.

We have assessed the significance of all properties within the larger study area that are listed on the Maryland Historical Trust's Inventory (MHTI). Survey forms were not prepared for a number of these sites when the Baltimore County survey was conducted, however, they were assigned survey numbers and included in the summary report. We have also evaluated the levels of significance for the fifteen sites identified by Ms. Suffness in her reconnaissance of the smaller survey area. Please refer to Appendix A (attached) for a summary of our findings.

We understand that SHA is working with the Maryland Geological Survey, Division of Archeology, in the identification of archeological sites in the study area. Please let us know when exact alignments have been determined so that we may assess the areas to be affected. Mr. Richard Hughes is our staff person who will be working on this project.

If you have questions, please contact Ms. Kim Kimlin at 269-2438.

Sincerely,

J. Rodney Little  
Director/State Historic  
Preservation Officer

JRL/KEK/mf

Enc: Appendix A, Maps, Photos

cc: Mr. Richard B. Hughes/Ms. Rita Suffness  
Ms. Elizabeth K. Moser/Mr. Charles L. Wagandt  
Mr. W. Boulton Kelly

APPENDIX A (continued) .

Sites considered to be MHTI level only: (continued)

\*\* - - - House, near 9700 Magledt Road (A)  
\*\* - - - 9740 Magledt Road (B)  
\*\* - - - 9037 Magledt Road (C)  
\*\* - - - House and Outbuildings, Joppa Road (D)  
\*\* - - - Tesar House (E)  
\*\* - - - Vanik House, 4241 Necker Avenue (G)  
\*\* - - - Diggers House, 4247 Necker Ave. (H)  
\*\* - - - Fiedler House, 4640 Bucks School House Road (I)  
\*\* - - - House, White Marsh Road at Bucks School House Road (K)  
\*\* - - - 4506 White Marsh Road (L)  
\*\* - - - House, Belair Road across from Louisa Ave. (M)  
\*\* - - - Kennels, Belair Road at Slater Road (N)  
\*\* - - - House, Belair Road near Necker Avenue (O)

\*\* *These sites are located in the study area.*



Mr. Louis H. Ege  
July 29, 1982  
Page 2

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APPENDIX A

Site locations are shown on the enclosed maps. A letter in parenthesis following a property's name refers to the photographs.

Sites listed on the National Register:

BA 264 Perry Hall (entered 23 April 1980)

Sites pending National Register Acceptance:

BA 597 Gunpowder Iron Works  
BA 600 Robert Howard's Crist Mill Site  
(both sites included in the NR nomination form  
for the Gunpowder Iron Furnace Sites)

Sites considered eligible for the National Register by the SHPO:

BA 2182 Maryland Training School for Boys  
BA 248/385 Gunpowder Copper Works Complex

Sites possibly eligible for the National Register pending additional research:

BA 356 Wagenfeuhr House  
\*\* BA 2143 Waldman's Seven Mile House (F)  
BA 281 Cub Hill House  
BA 283 Miller's House, Mitchell Mill  
\*\* BA 280 Burgess-Magledt-Messner House  
\* BA 255 Seddon  
BA 355 Lacey House / Coldurhol Farm  
BA 284 Pine Grove School  
BA 282 Shanklin-Carroll-Longbottom House  
\*\* - - - House, Bucks School House Road (J)

Sites considered to be MHTI level only:

BA 226 Saint James  
BA 227 Shanklin House/Forest Hall  
BA 225 Small Valley  
BA 285 Piney Grove Church site  
\*\* BA 367 Paul Harrod Company  
BA 136 Spamer Homestead site  
BA 254 Camp Chapel Church  
\*\* BA 1158 Dowden's Chapel  
BA 1109 Bishop's Inn  
BA 1204 Paul Skidmore House  
BA 907 Tanner's Embroidery Factory



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

APR 11 1984

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

Re: Air Analysis, Maryland Route 43 Extended and U.S. Route 1  
Improvements, Baltimore County, MD (A-FHW-D40197-MD)

Dear Mr. Ege:

We reviewed the Air Analysis performed for the above referenced project. Based upon this review, we have no objection to further development of the project as described from an air quality standpoint. As such, we have rated this document LO-1 in EPA's classification system.

This review is not intended to reflect our opinion on other potential impacts of the action such as water quality, wetland, or noise impacts. We intend to provide additional comments when the appropriate environmental documents are submitted for our review. We have noted that stream channelization is proposed with several of the alignments. Every effort should be made to avoid the impacts associated with the involvement during ongoing project development.

We hope our comments assist you in meeting your NEPA responsibilities. If we can be of further assistance, please contact Mr. William J. Hoffman of my staff at 215-597-7828.

Sincerely,

John R. Pomponio, Chief  
Environmental Impact and  
Marine Policy Branch

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OFFICE OF ENVIRONMENTAL PROGRAMS  
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • 383- 3245

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

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

William M. Eichbaum, Assistant Secretary

April 4, 1984

Mr. Louis H. Ege, Jr., Chief  
Environmental Management  
Bureau of Project Planning (Room 310)  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

RE: Contract No. B818-151-471  
Maryland Route 43 Extended  
(Whitemarsh Boulevard)  
West of U.S. Route 1  
to I-95, and  
U.S. Route 1 Improvements  
(Belair Road) I-695 to  
North of Silver Spring Road

Dear Mr. Ege:

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

Thank you for the opportunity to review this analysis.

Sincerely,

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

**VII**  
**LIST OF**  
**PREPARERS**

This Draft Environmental Impact Statement was prepared by the Maryland Department of Transportation, State Highway Administration in consultation with the Federal Highway Administration. The following personnel were instrumental in the preparation of this document:

STATE HIGHWAY ADMINISTRATION

Bureau of Project Planning:

Mr. Ronald E. Moon	Project Manager
Mr. Louis H. Ege, Jr.	Chief, Environmental Management
Ms. Barbara E. Smith	Environmental Management

Bureau of Highway Statistics:

Mr. Neil J. Pedersen	Traffic Forecasting
Mr. Robert Lambdin	Traffic Forecasting

CONSULTANT:

Mr. Ronald W. Rye	The Wilson T. Ballard Company
-------------------	-------------------------------

FEDERAL HIGHWAY ADMINISTRATION:

Mr. Bob Lee	Area Engineer
Ms. Kathleen O. Laffey	Environmental Specialist

**VIII**  
**APPENDICES**

APPENDIX A - GLOSSARY OF TERMS

GLOSSARY OF TERMS

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(These terms may appear either in the EIS or as noted on the drawings)

Arterial Highway

A highway primarily for thru-traffic, usually on a continuous route.

Aux. Lane

Auxiliary Lane

The portion of roadway adjoining the traveled way for parking, speed change, or for other purposes supplementary to the thru-traffic movement.

A.D.T.

Average Daily Traffic

The total volume of auto and truck traffic passing a given point in both directions during a given time period (greater than one day and less than one year) in whole days, divided by the number of days in that time period.

Control of Access

Full-Complete restriction of access on a thru facility except at interchanges. Grade separations for all crossings.

Uncontrolled-Access control limited only to safe geometrics. All crossroads, driveways, etc. may have points of ingress or egress.

Design Hour Volume (DHV)

The percent of average daily traffic (ADT) generally accepted as the criterion used in the geometric design of rural and urban highways. Ideally the 30th highest hourly volume during a year, the DHV is commonly found to vary from 8% to 12% of the ADT.

Design Speed

A speed selection for purposes of design and correlation of those geometric features of a highway, such as curvature and sight distance, upon which safe operations is dependent.

Expressway

A divided arterial highway for thru-traffic with full or partial control of access and generally with grade separations at major highways.

Freeway

An expressway with full control of access, grade separations at all roadway crossings. Access is permitted only at interchanges.



Grade Separation

Bridge structure such as an underpass or overpass that vertically separates two or more intersecting roadways, thus permitting traffic to cross without interference.

Housing of Last Resort

A Maryland SHA program to rehouse people who are displaced by right of way acquisition for highway projects when the cost to do so exceeds the limits of the Uniform Relocation Act.

Interstate Freeway

A freeway primarily for thru-traffic with full interchanges for access. Interchange spacing is generally greater than that for a freeway.

Levels of Service

Levels of Service are a measure of the conditions under which a roadway operates as it accommodates various traffic volumes. Influencing factors include speed, travel time, traffic interruptions, maneuvering freedom, safety, driving comfort, economy, and, of course, the volume of traffic.

Levels of Service on expressways and freeways with uninterrupted flow conditions are ranked from A to F (best to worst) as follows:

Level A - free traffic flow, low volumes; high speeds.

Level B - stable traffic flow, some speed restrictions.

Level C - stable flow; increasing traffic volumes.

Level D - approaching unstable flow, heavy traffic volumes, decreasing speeds.

Level E - low speeds, high traffic volumes approaching roadway capacity; temporary delays.

Level F - forced traffic flow at low speeds; low volumes and high densities; frequent delays.

For interrupted flow conditions, such as major highways and arterials with traffic signals, the following Levels of Service apply.

Level A - free flow, no delay at traffic signals.

Level B - occasional delays at traffic signals.

Level C - increasing volumes; moderate delays at traffic signals.

Level D - lower speeds; increasing volumes, frequent delays at traffic signals.

Level E - low speeds; high traffic volumes; signal backups almost to the previous light.

Level F - forced traffic flow; successive backups between signals.

Major Highway

An arterial highway with intersections at-grade and direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of thru-traffic.

Median

That portion of a divided highway separating the travelled ways for traffic in opposite directions.

Initial - to be constructed initially.

Ultimate - the configuration subsequent to future construction.

R/W, R.O.W.

Right-of-Way (Line)

The outer limits inside which the State owns and maintains for a highway facility.

Section 4(f)

Section 4(f) of the Department of Transportation Act requires that publicly-owned land from a park, recreation area, wildlife and/or waterfowl refuge, or historic site of national, state or local significance can be used for Federal-Aid Highway projects only if there is no feasible and prudent alternative to its use, and if the project includes all possible planning to minimize harm to "4(f) lands".

Shoulder

That portion of a highway adjacent and parallel to the travelled roadway for the accommodations of stopped vehicles for emergency use and for lateral support. May or may not be fully paved.

Side Slopes

The slope of earth permissible in given locations, as a ratio of horizontal to vertical measurement. (2:1, 4:1, 6:1).

Wetlands

The term "wetlands" refers to those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances, does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds.

APPENDIX B - SUMMARY OF RELOCATION ASSISTANCE PROGRAM

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

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

The provisions of the Federal and State Law require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments that are provided include replacement housing payments and/or moving costs. The maximum limits of the replacement housing payments are \$15,000 for owner-occupants and \$4,000 for tenant-occupants. In addition, but within the above limits, certain payments may be made for increased mortgage interest costs and/or incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to the replacement housing payments described above, there are also moving cost payments to persons, businesses, farms and non-profit organizations. Actual moving costs for residences include actual moving costs up to 50 miles or a schedule moving cost payment, including a dislocation allowance, up to \$500.

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

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Generally, payments for the actual reasonable moving expenses are limited

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to a 50 mile radius. In both cases, the expenses must be supported by receipted bills. An inventory of the items to be moved must be prepared, and estimates of the cost may be obtained. The owner may be paid an amount equal to the low bid or estimate. In some circumstances, the State may negotiate an amount not to exceed the lower of the two bids. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business's vehicles or equipment, wages paid to persons who physically participate in the move, and the cost of the actual supervision of the move.

When personal property of a displaced business is of low value and high bulk, and the estimated cost of moving would be disproportionate in relation to the value, the State may negotiate for an amount not to exceed the difference between the cost of replacement and the amount that could be realized from the sale of the personal property.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses. If the business is to be reestablished, and personal property is not moved but is replaced at the new location, the payment would be the lesser of the replacement costs minus the net proceeds of the sale or the estimated cost of moving the item. If the business is being discontinued or the item is not to be replaced in the reestablished business, the payment will be the lesser of the difference between the value of the item for continued use in place and the net proceeds of the sale or the estimated cost of moving the item.

If no offer is received for the personal property and the property is abandoned, the owner is entitled to receive the lesser of the value for continued use of the item in place or the estimated cost of moving the item and the reasonable expenses of the sale. When personal property is abandoned without an effort by the owner to dispose of the property by sale, the owner will not be entitled to moving expenses, or losses for the item involved.

The owner of a displaced business may be reimbursed for the actual reasonable expenses in searching for a replacement business up to \$500. All expenses must be supported by receipted bills. Time spent in the actual search may be reimbursed on an hourly basis, but such rate may not exceed \$10 per hour.

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

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

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

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

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

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or that available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies will be completed by the State Highway Administration and approved by the Federal Highway Administration before "housing as a last resort" could be utilized. "Housing as a last resort" could be provided to displaced persons in several different ways although not limited to the following:

1. An improved property can be purchased or leased.
2. Dwelling units can be rehabilitated and purchased or leased.
3. New dwelling units can be constructed.
4. State acquired dwellings can be relocated, rehabilitated, and purchased or leased.

Any of these methods could be utilized by the State Highway Administration and such housing would be made available to displaced persons. In addition to the above procedure, individual replacement housing payments can be increased beyond the statutory limits in order to allow a displaced person to purchase or rent a dwelling unit that is within his financial means.

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



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APPENDIX C - DESIGN NOISE LEVELS AND LAND USE RELATIONSHIPS

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

<u>ACTIVITY CATEGORY</u>	<u>Leq(h)</u>	<u>L<sub>10</sub>(h)</u>	<u>DESCRIPTION OF ACTIVITY CATEGORY</u>
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

*2/10*

APPENDIX D - BIBLIOGRAPHY

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MD 43

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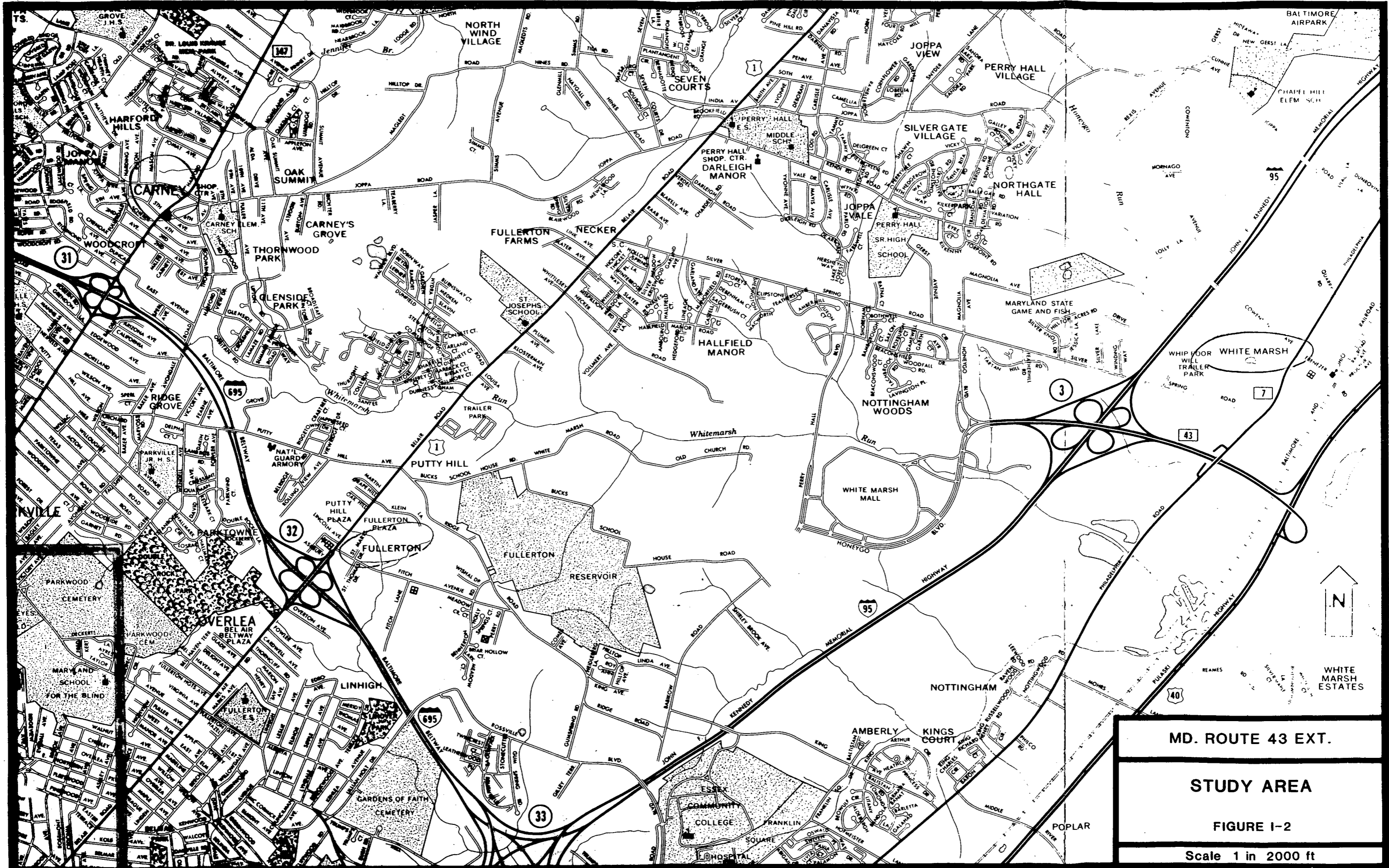


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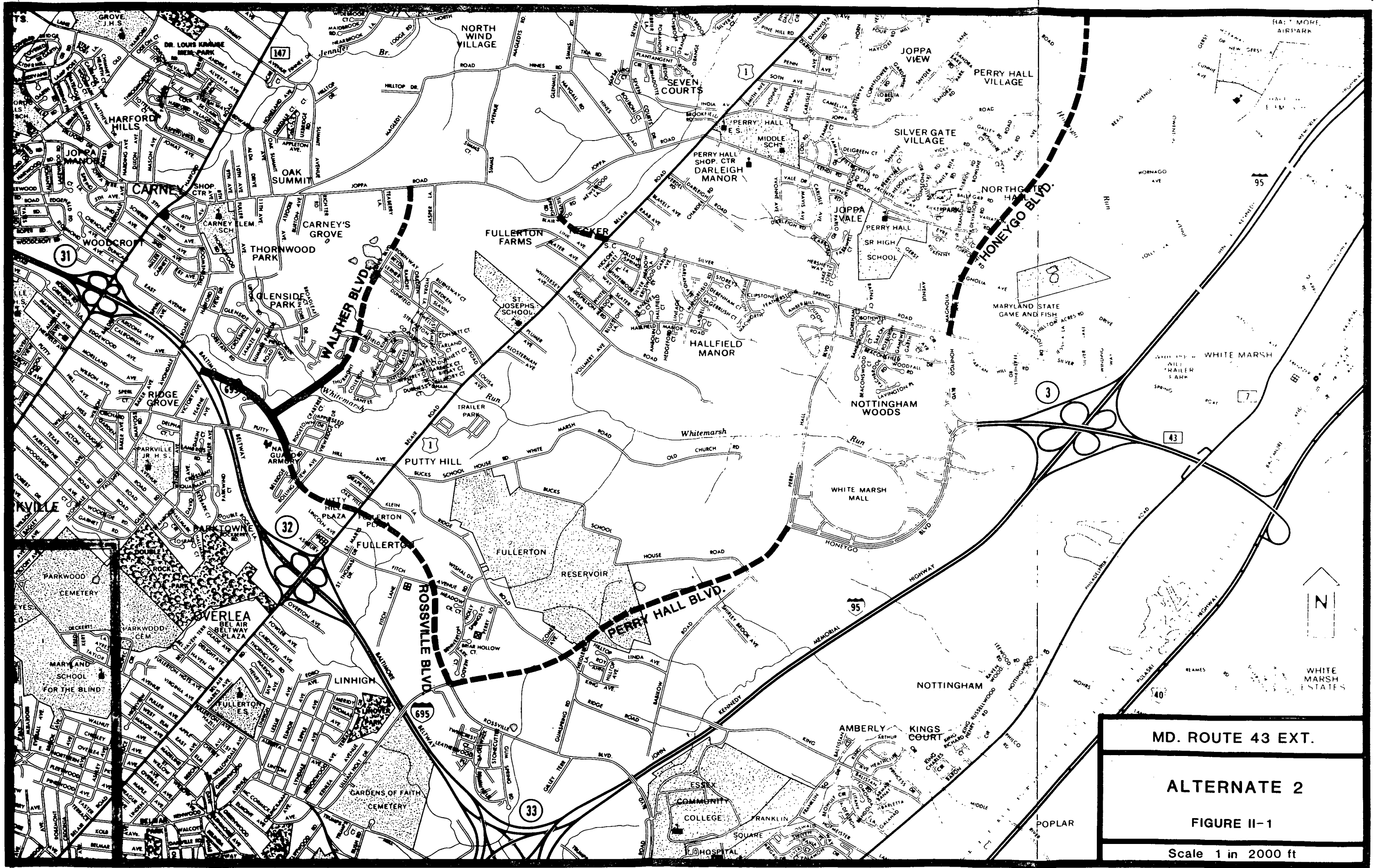


**MD. ROUTE 43 EXT.**

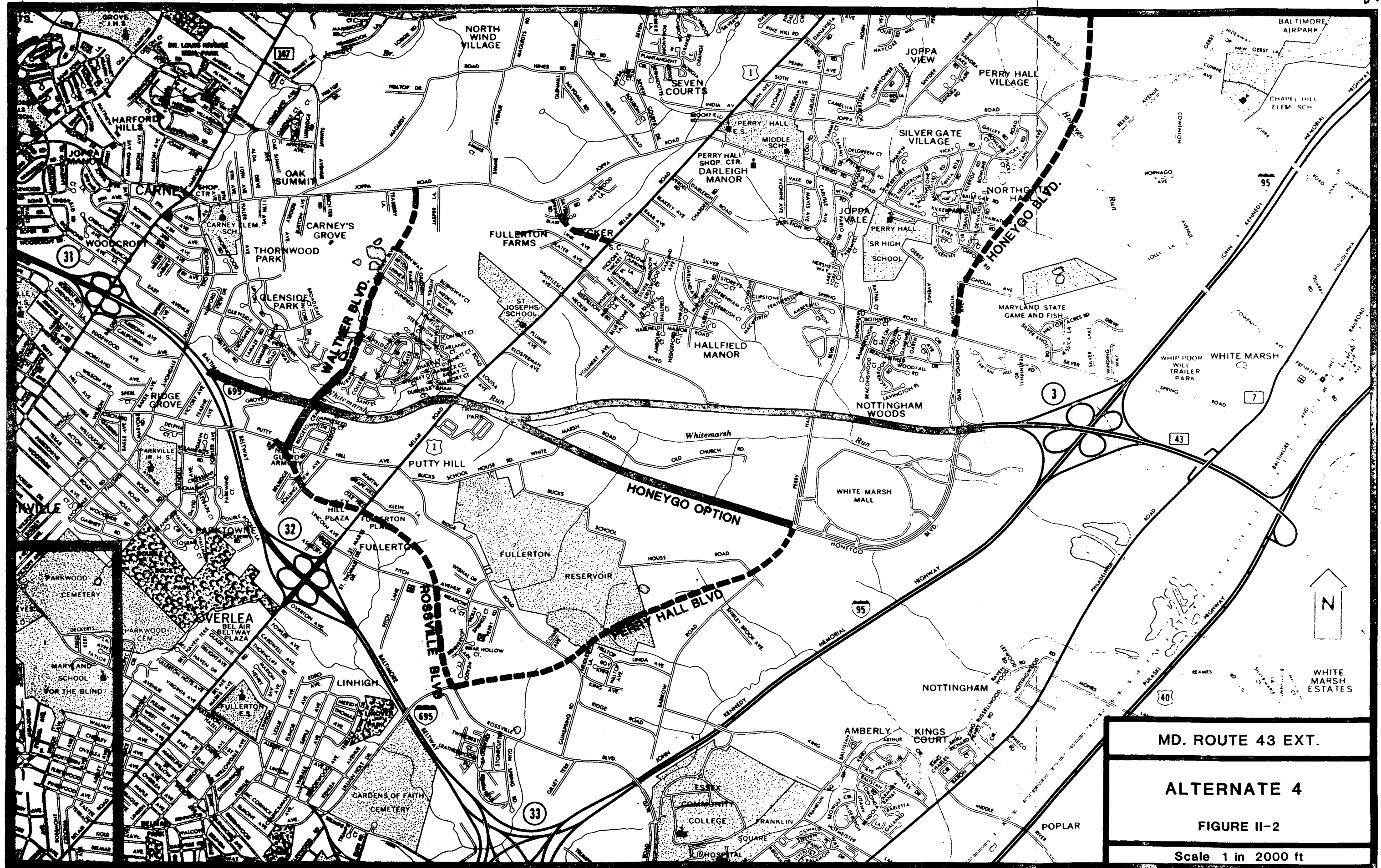
**STUDY AREA**

**FIGURE I-2**

Scale 1 in 2000 ft



MD. ROUTE 43 EXT.  
 ALTERNATE 2  
 FIGURE II-1  
 Scale 1 in 2000 ft

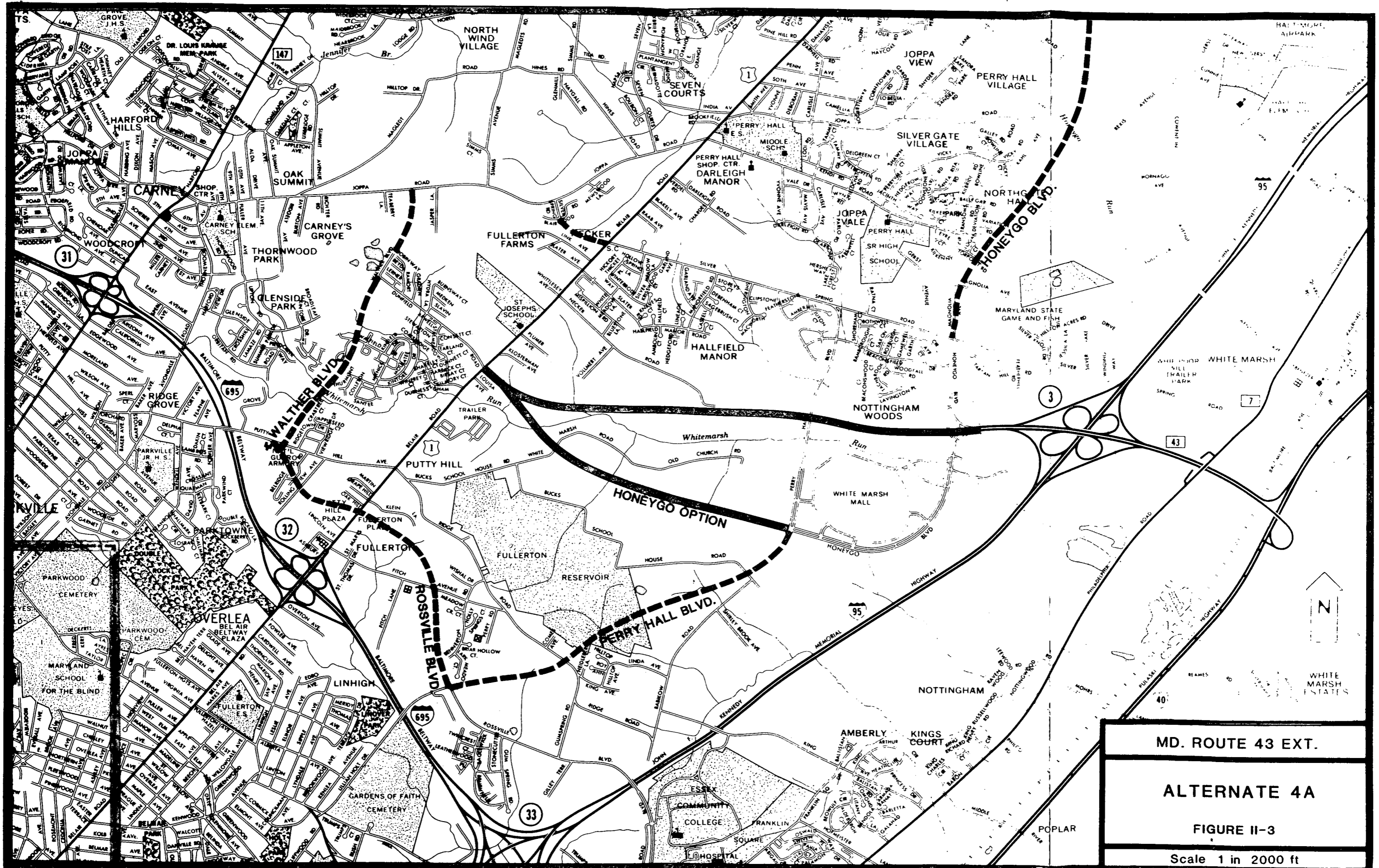


MD. ROUTE 43 EXT.

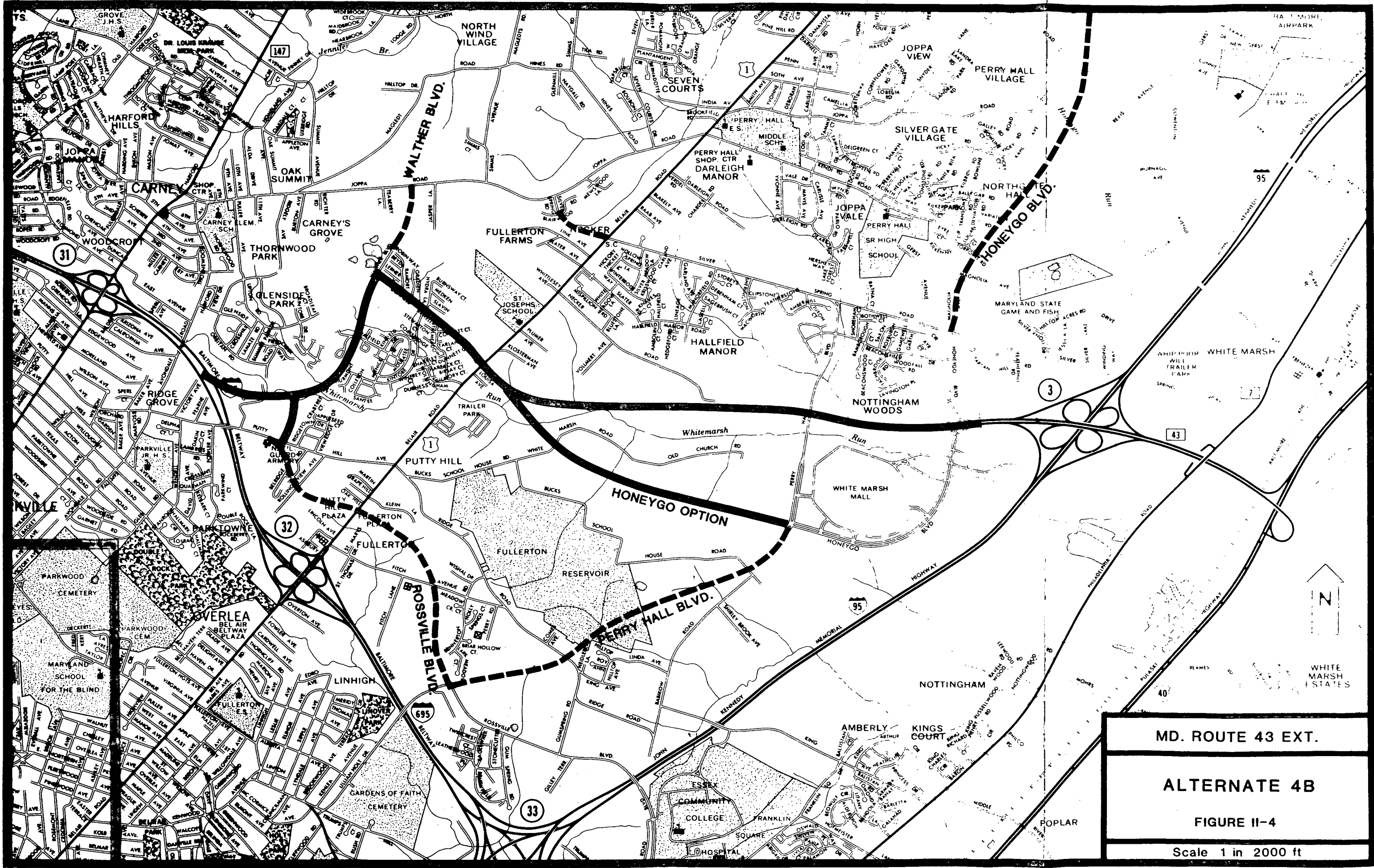
ALTERNATE 4

FIGURE II-2

Scale 1 in 2000 ft



MD. ROUTE 43 EXT.  
 ALTERNATE 4A  
 FIGURE II-3  
 Scale 1 in 2000 ft

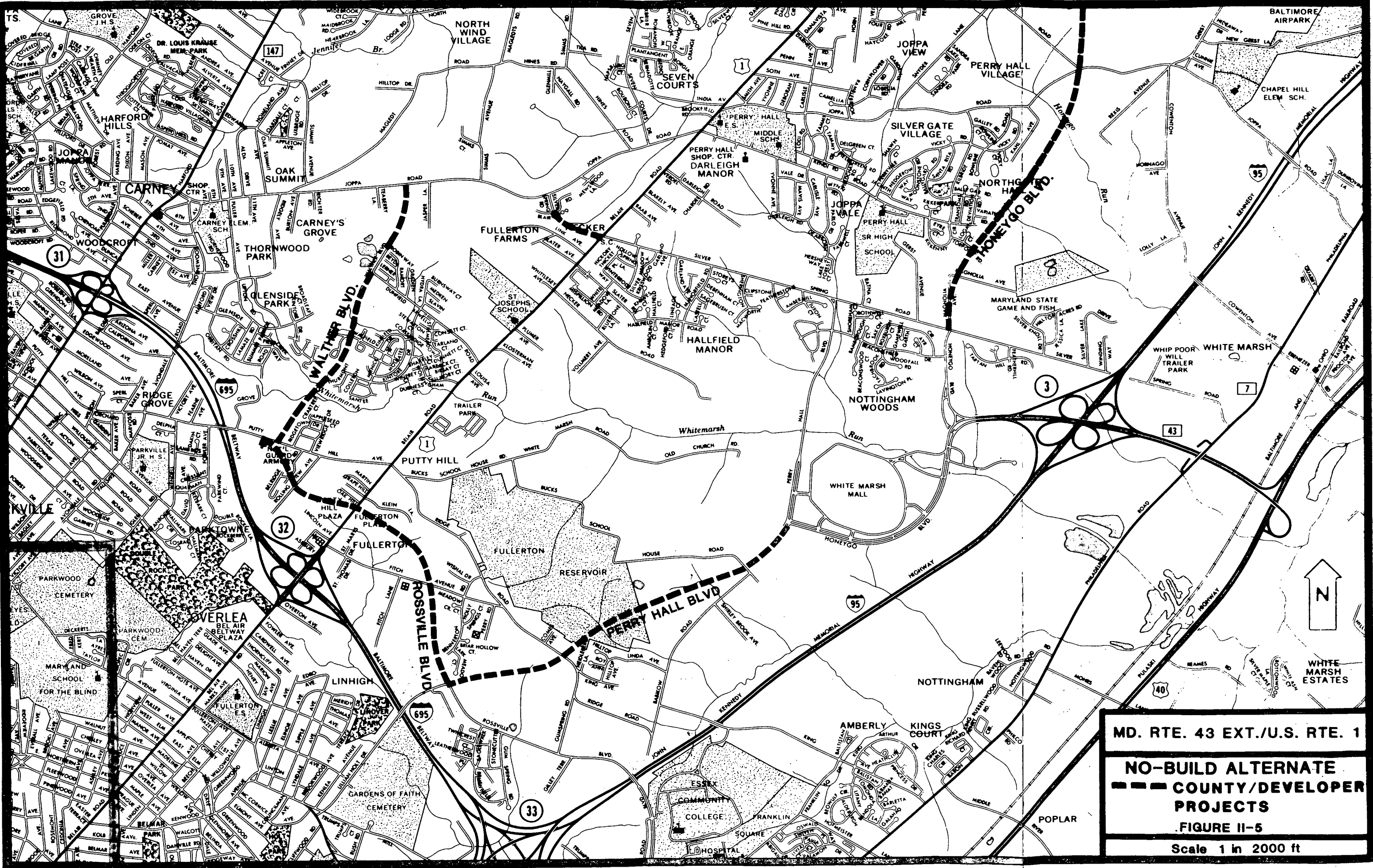


MD. ROUTE 43 EXT.

ALTERNATE 4B

FIGURE II-4

Scale 1 in 2000 ft



MD. RTE. 43 EXT./U.S. RTE. 1

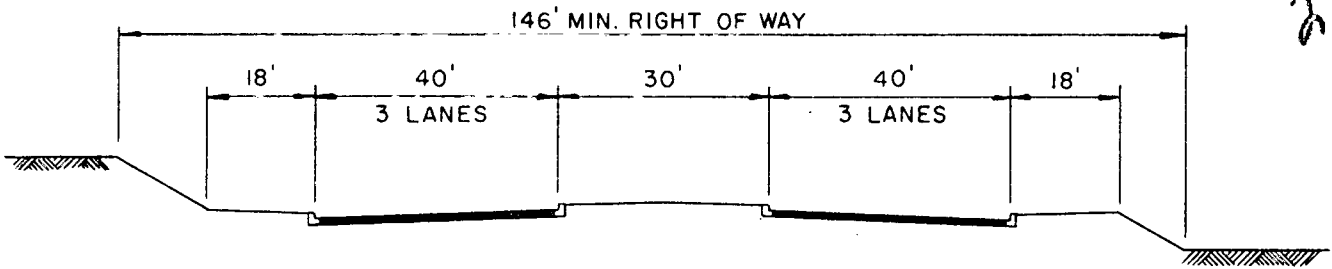
**NO-BUILD ALTERNATE  
COUNTY/DEVELOPER  
PROJECTS**

FIGURE II-5

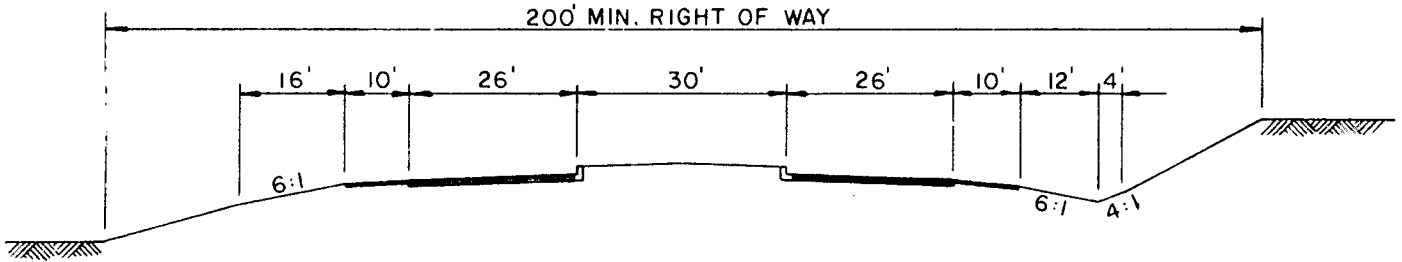
Scale 1 in 2000 ft



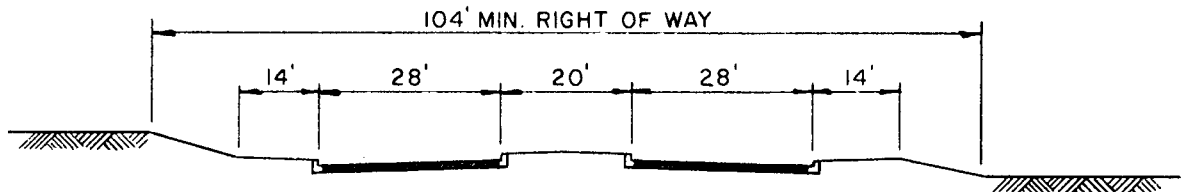
289



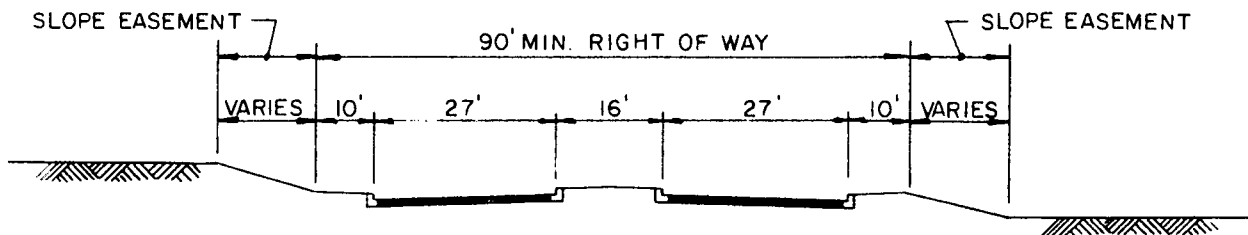
**6 LANE CLOSED SECTION**  
**ALL ALTERNATES EAST OF U.S. ROUTE 1**



**4 LANE OPEN SECTION**  
**ALTERNATE 4 MOD. = WEST OF U.S. ROUTE 1**



**4 LANE CLOSED SECTION**  
**ALTERNATE 3 : WALTHER BLVD TO U.S. ROUTE 1**  
**and I-695 TO KINTORE DRIVE**  
**ALTERNATE 3B : JOPPA ROAD TO U.S. ROUTE 1**  
**ALTERNATE 3B MOD : WALTHER BLVD TO U.S. ROUTE 1**

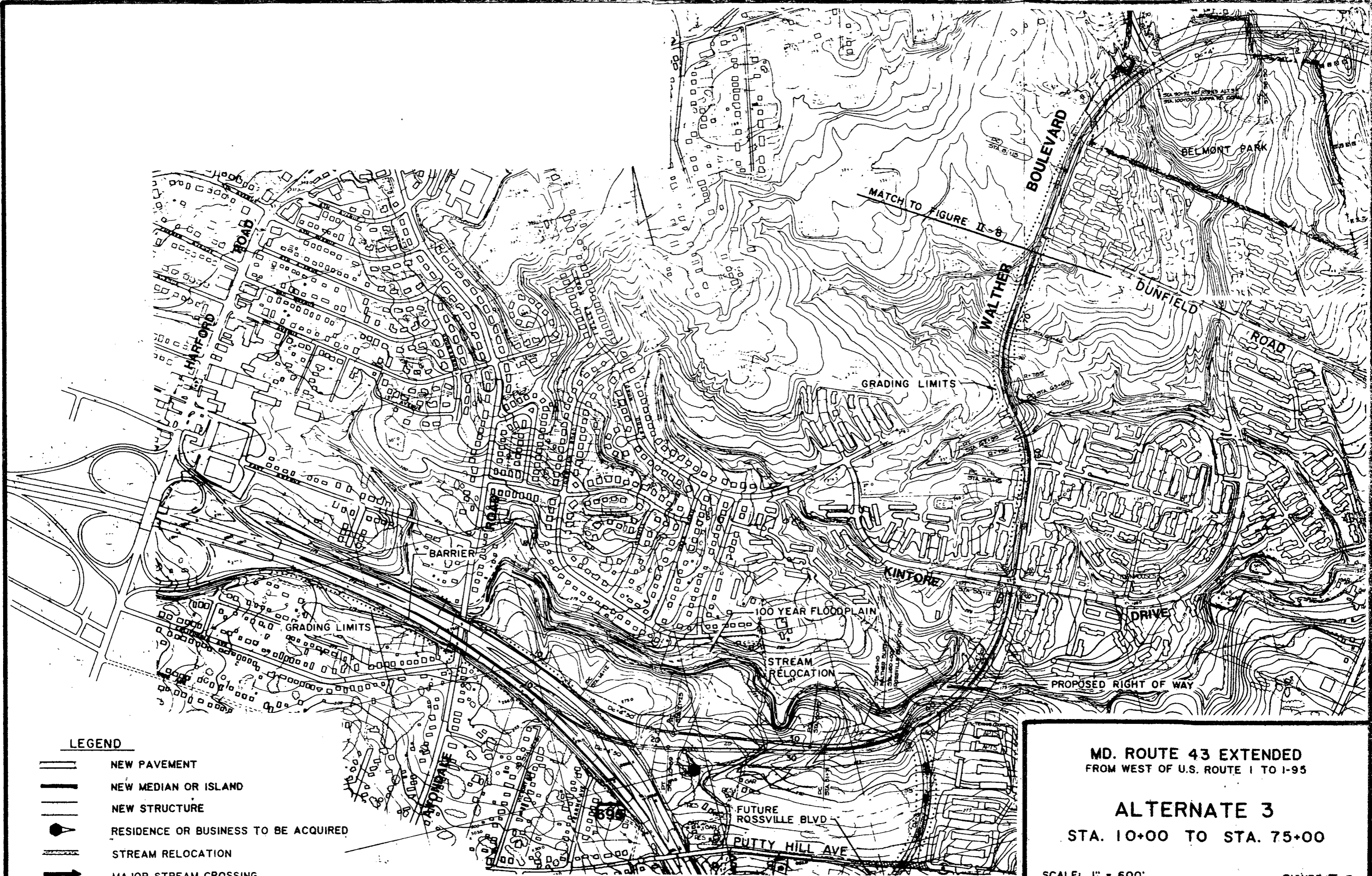


**4 LANE CLOSED SECTION**  
**ALTERNATE 3 : WALTHER BLVD : KINTORE DRIVE TO BELMONT PARK**

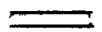

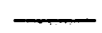


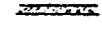
THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

**TYPICAL SECTIONS**  
**MD. ROUTE 43**

FIGURE II-6



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW STRUCTURE
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  STREAM RELOCATION
-  MAJOR STREAM CROSSING

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95

**ALTERNATE 3**  
 STA. 10+00 TO STA. 75+00

SCALE: 1" = 600'

FIGURE II-7

VACANT; PREVIOUSLY ACQUIRED BY BALTIMORE COUNTY

MD. ROUTE 43 - ALT. 3  
MD. ROUTE 43 - ALT. 3B

PROPOSED RIGHT OF WAY

MATCH TO ALT. 3B MOD. SEE FIGURE II-10  
STREAM RELOCATION

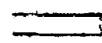
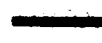



ALTS. 3 AND 3B

ALTS. 3, 3A, AND 3B

MD. ROUTE 43 - ALTS. 3, 3A AND 3B

MATCH TO FIGURE II-9

LEGEND

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  MAJOR STREAM CROSSING
-  STREAM RELOCATION

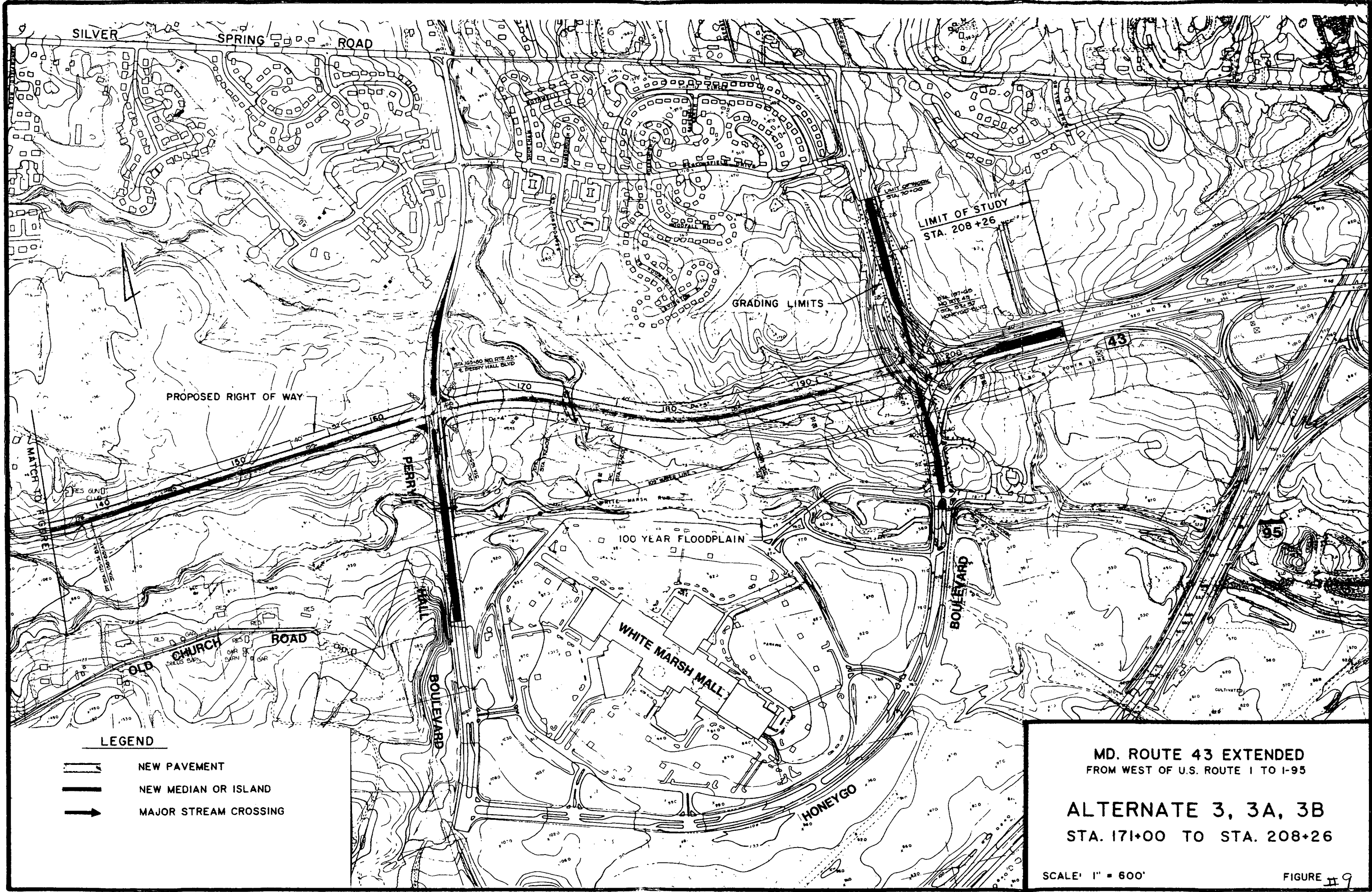
NOTE: SEE FIGURE II-10 FOR ALT. 3B MODIFIED

MD. ROUTE 43 EXTENDED FROM WEST OF U.S. ROUTE 1 TO I-95

ALTERNATE 3, 3A, 3B  
STA. 75+00 TO STA. 171+00

SCALE: 1" = 600'

FIGURE II-8



SILVER SPRING ROAD

PROPOSED RIGHT OF WAY

GRADING LIMITS

LIMIT OF STUDY  
STA. 208+26




100 YEAR FLOODPLAIN

WHITE MARSH MALL

BOULEVARD

HONEYGO

LEGEND

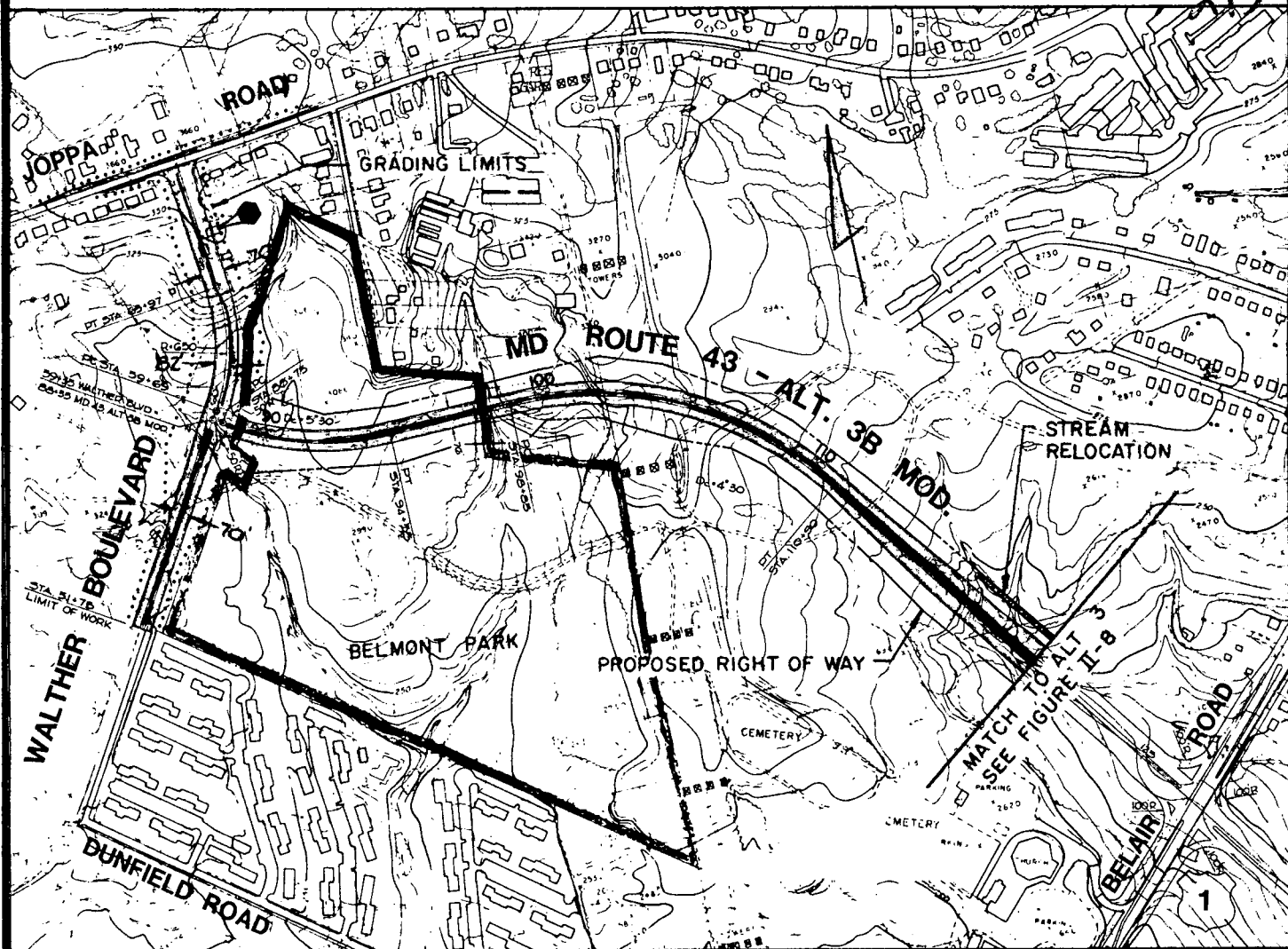
-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  MAJOR STREAM CROSSING

MD. ROUTE 43 EXTENDED  
FROM WEST OF U.S. ROUTE 1 TO I-95





ALTERNATE 3, 3A, 3B  
STA. 171+00 TO STA. 208+26

SCALE: 1" = 600'

FIGURE II 9



**LEGEND**

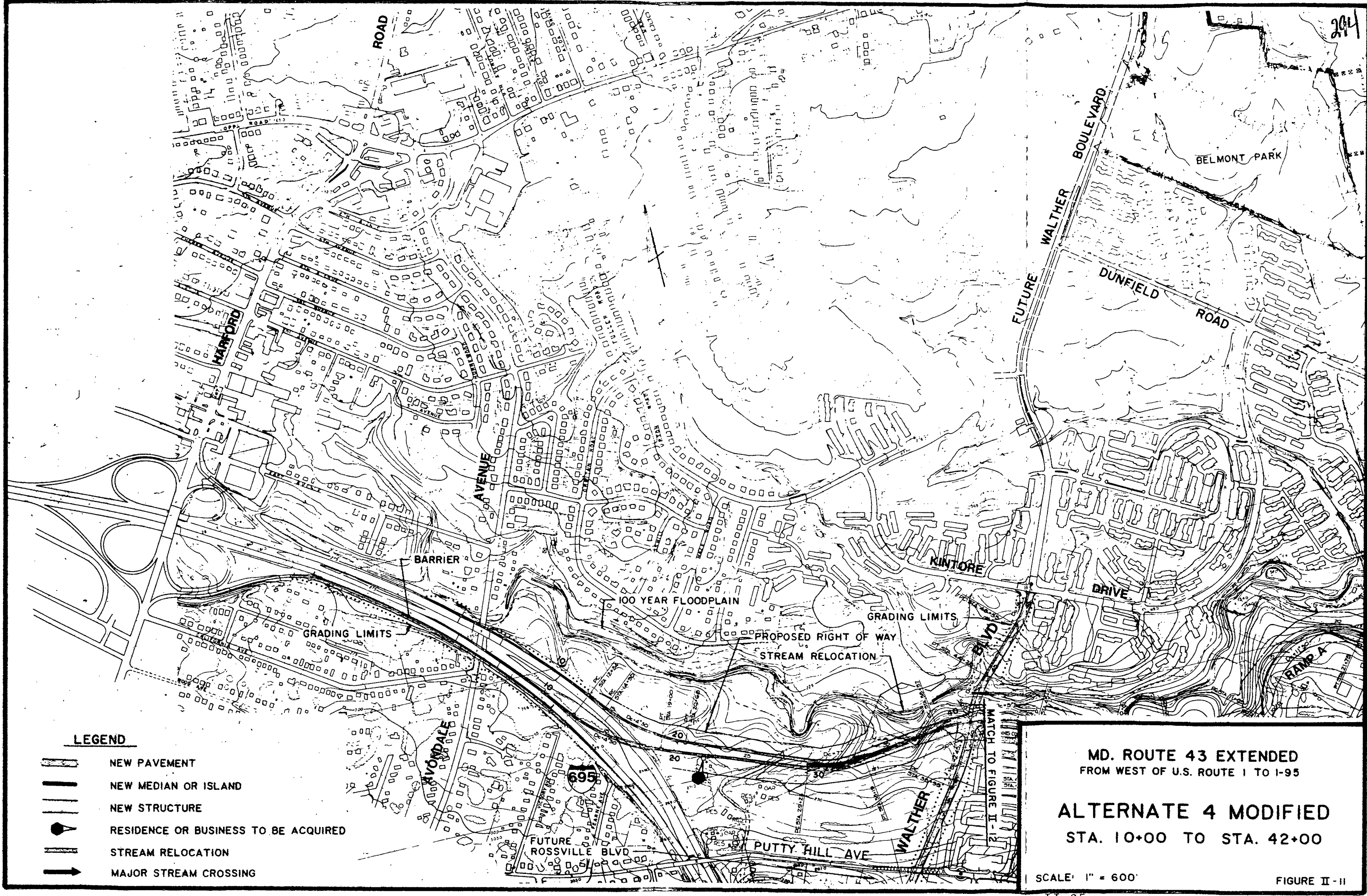
-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  STREAM RELOCATION
-  RESIDENCE TO BE ACQUIRED  
(VACANT; PREVIOUSLY  
ACQUIRED BY BALTO. CO.)

**MD. ROUTE 43 EXTENDED  
FROM WEST OF U.S. ROUTE 1 TO I-95**







**ALTERNATE 3B MODIFIED  
STA. 88+35 TO STA. 120+00**

SCALE: 1" = 600'

FIGURE II-10

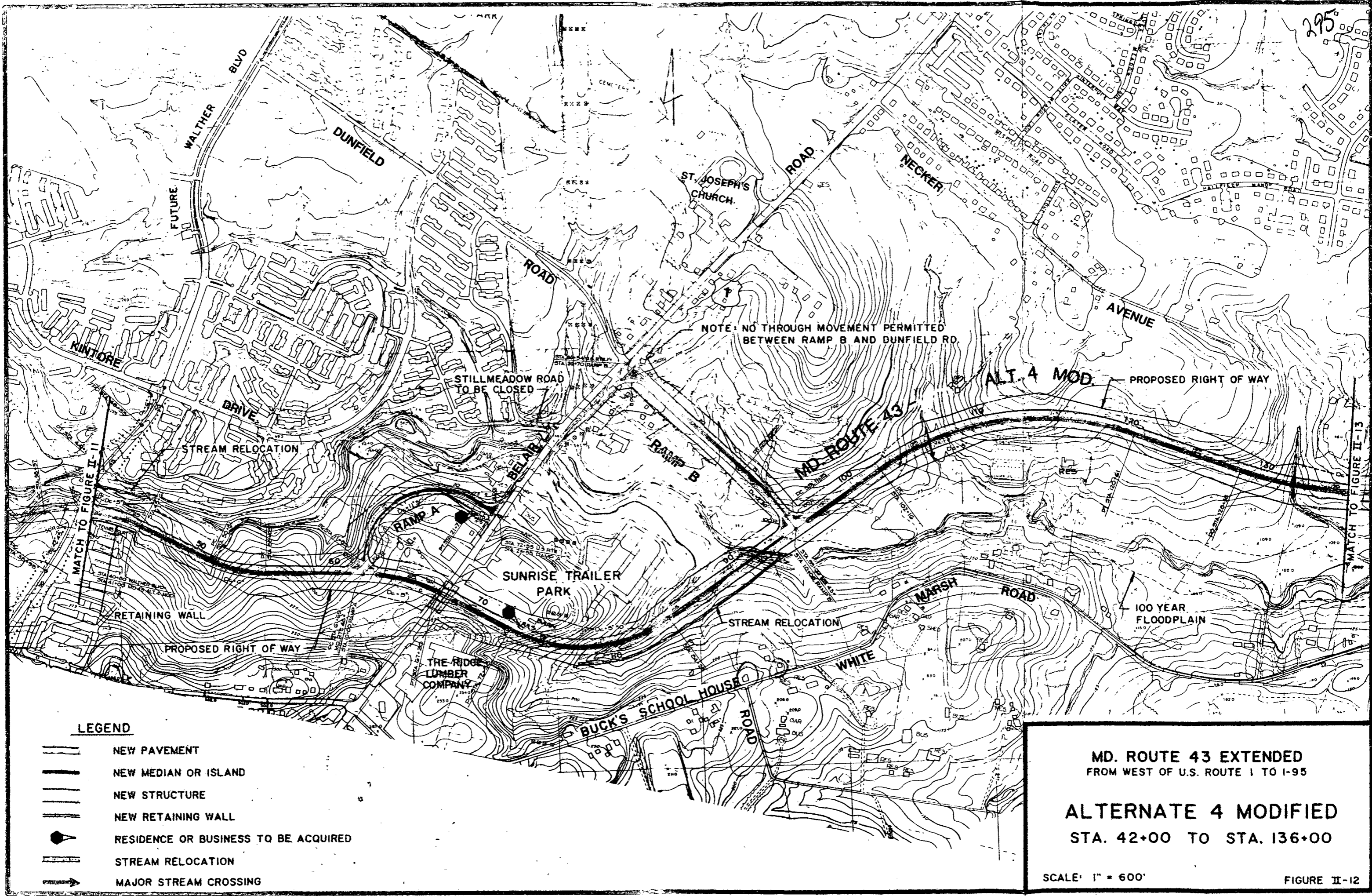


**LEGEND**

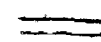

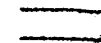
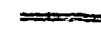

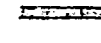
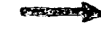
-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW STRUCTURE
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  STREAM RELOCATION
-  MAJOR STREAM CROSSING

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95

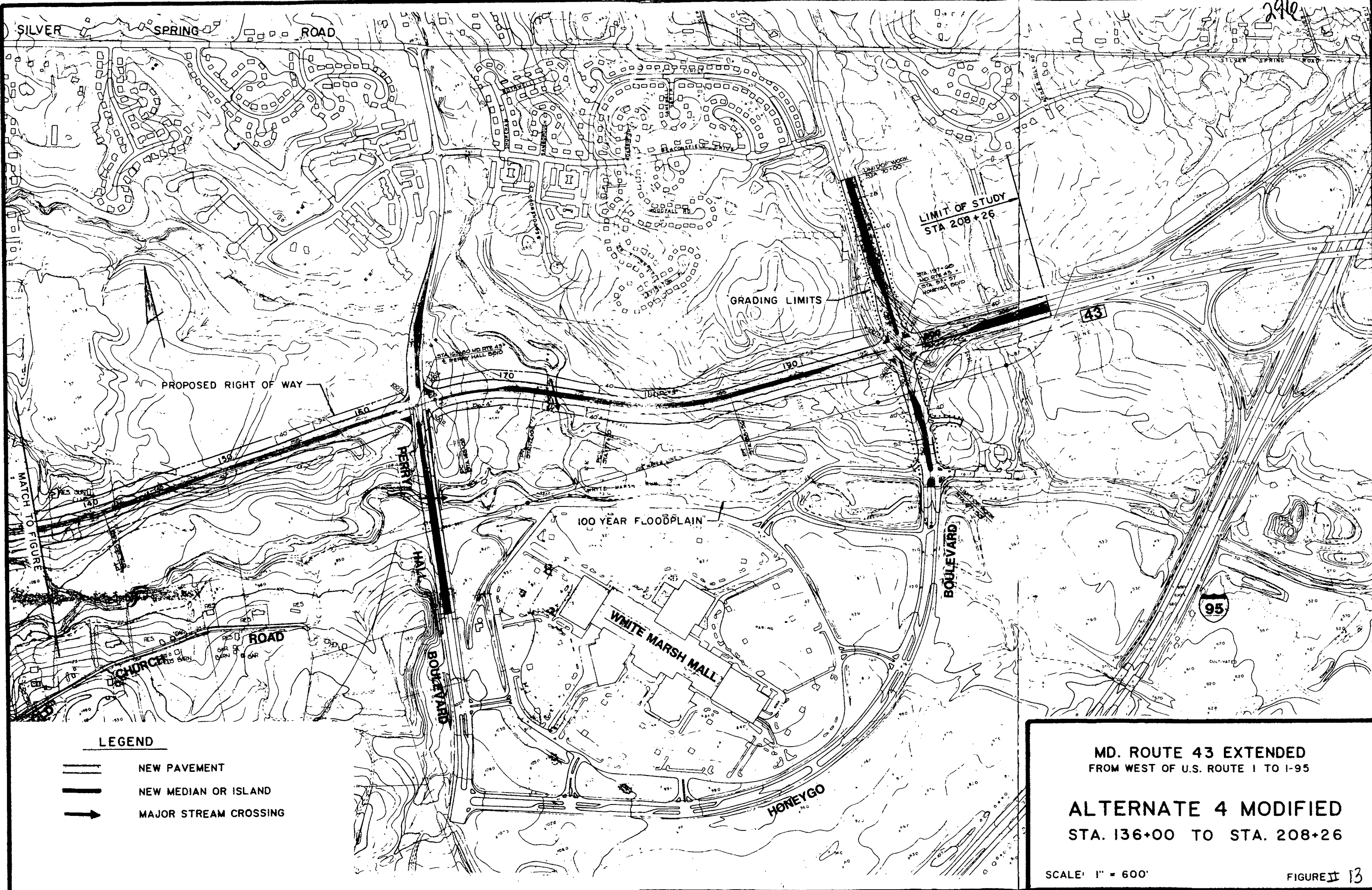
**ALTERNATE 4 MODIFIED**  
 STA. 10+00 TO STA. 42+00



**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW STRUCTURE
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  STREAM RELOCATION
-  MAJOR STREAM CROSSING

**MD. ROUTE 43 EXTENDED**  
 FROM WEST OF U.S. ROUTE 1 TO I-95  
  
**ALTERNATE 4 MODIFIED**  
 STA. 42+00 TO STA. 136+00  
  
 SCALE: 1" = 600'  
 FIGURE II-12  
 II-26



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SILVER SPRING ROAD

LIMIT OF STUDY  
STA 208+26

GRADING LIMITS

PROPOSED RIGHT OF WAY




100 YEAR FLOODPLAIN

WHITE MARSH MALL

BOULEVARD

HONEYGO

**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  MAJOR STREAM CROSSING

MD. ROUTE 43 EXTENDED  
FROM WEST OF U.S. ROUTE 1 TO I-95

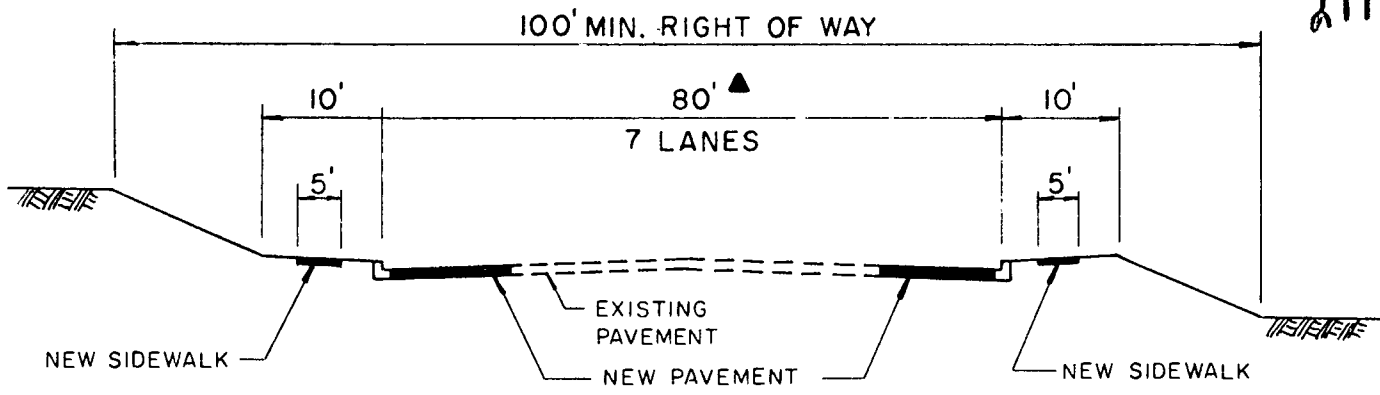
**ALTERNATE 4 MODIFIED**  
STA. 136+00 TO STA. 208+26

SCALE: 1" = 600'

FIGURE II 13

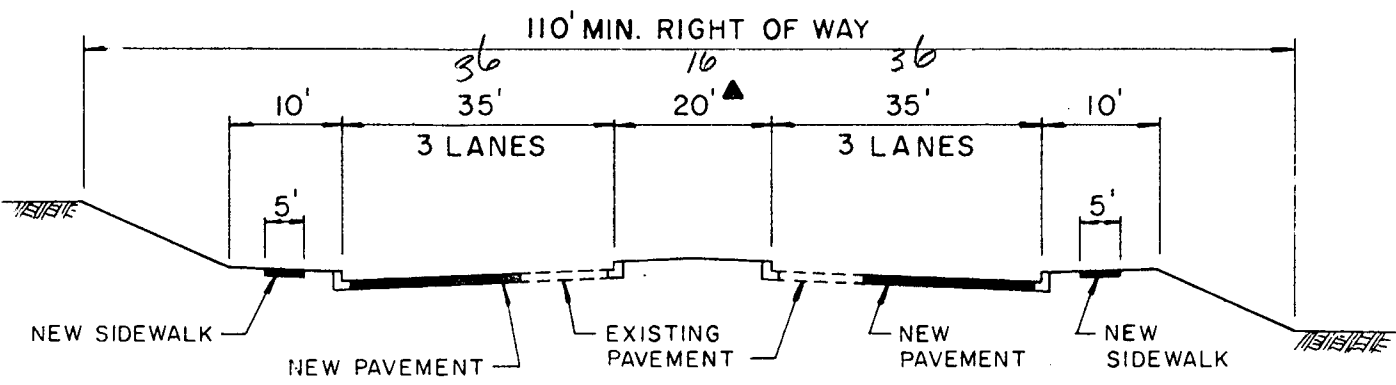


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▲ 91' AT DUNFIELD RD AND PROPOSED MD ROUTE 43

7 LANE ALTERNATE



▲ 30' AT DUNFIELD RD AND PROPOSED MD ROUTE 43 (ALTS 3, 3A, AND 3B)

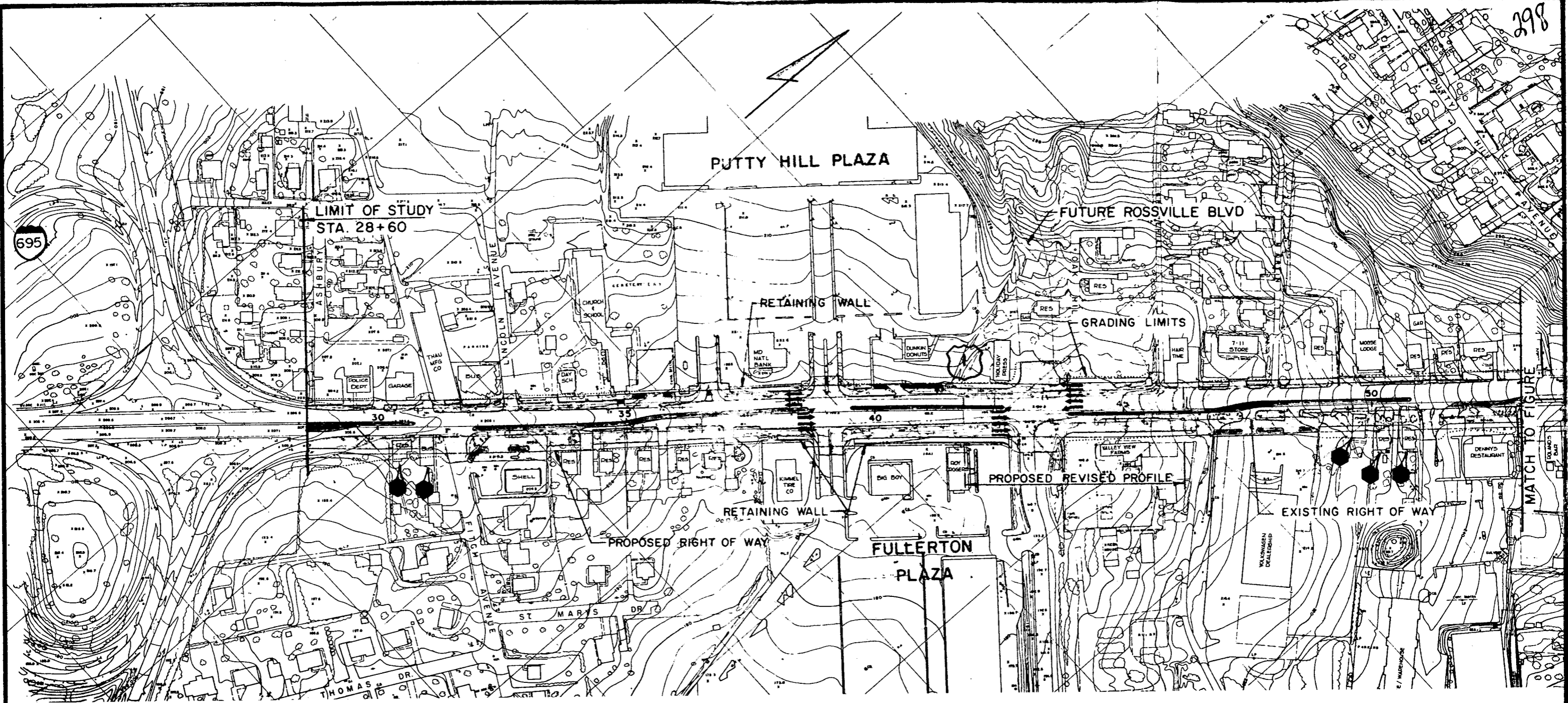
6 LANE DIVIDED ALTERNATE

NOTES

1. RIGHT-TURN AUXILIARY LANES TO BE PROVIDED AT MAJOR INTERSECTIONS.
2. DOUBLE LEFT-TURN LANES TO BE PROVIDED AT DUNFIELD ROAD AND PROPOSED MD ROUTE 43 (ALTS. 3, 3A, AND 3B).
3. THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

**TYPICAL SECTIONS  
U.S. ROUTE I**

FIG II-14



**LEGEND**

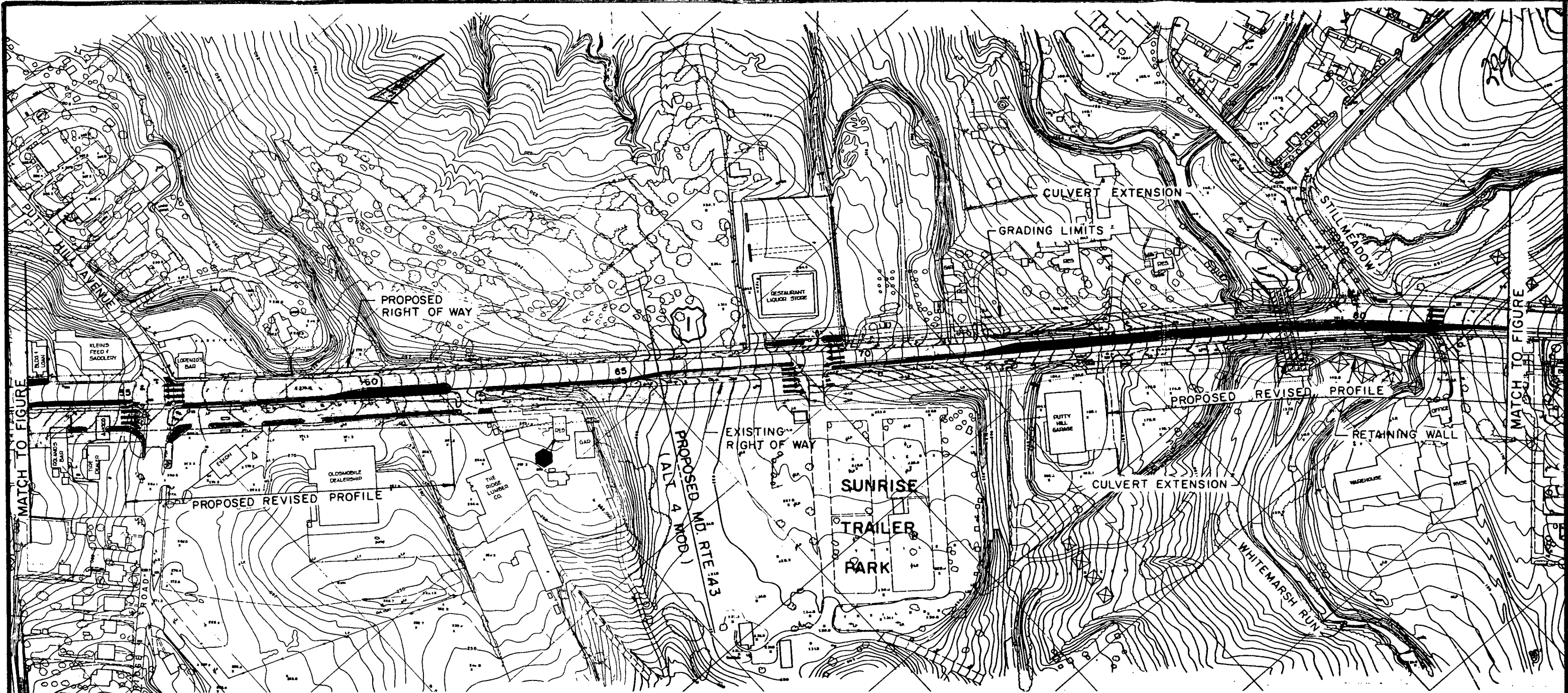
- NEW PAVEMENT
- NEW MEDIAN OR ISLAND
- NEW RETAINING WALL
- RESIDENCE OR BUSINESS TO BE ACQUIRED
- LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD

**6-LANE DIVIDED ALTERNATE**  
 STA. 28+60 TO STA. 53+00

SCALE: 1" = 200'

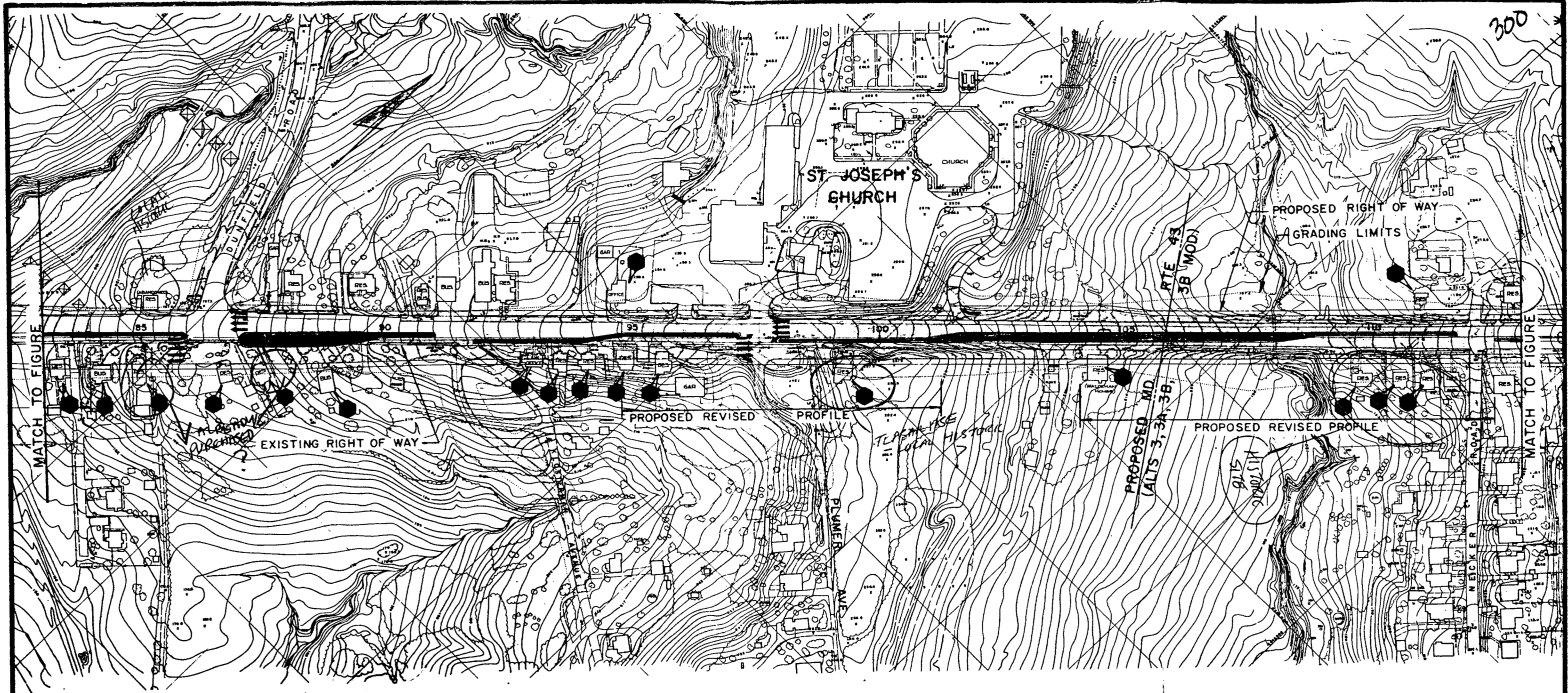
FIGURE II-15



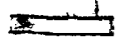

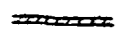


**LEGEND**

- NEW PAVEMENT
- NEW MEDIAN OR ISLAND
- NEW RETAINING WALL
- RESIDENCE OR BUSINESS TO BE ACQUIRED
- LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 53+00 TO STA. 83+00  
 SCALE: 1" = 200'  
 FIGURE #16



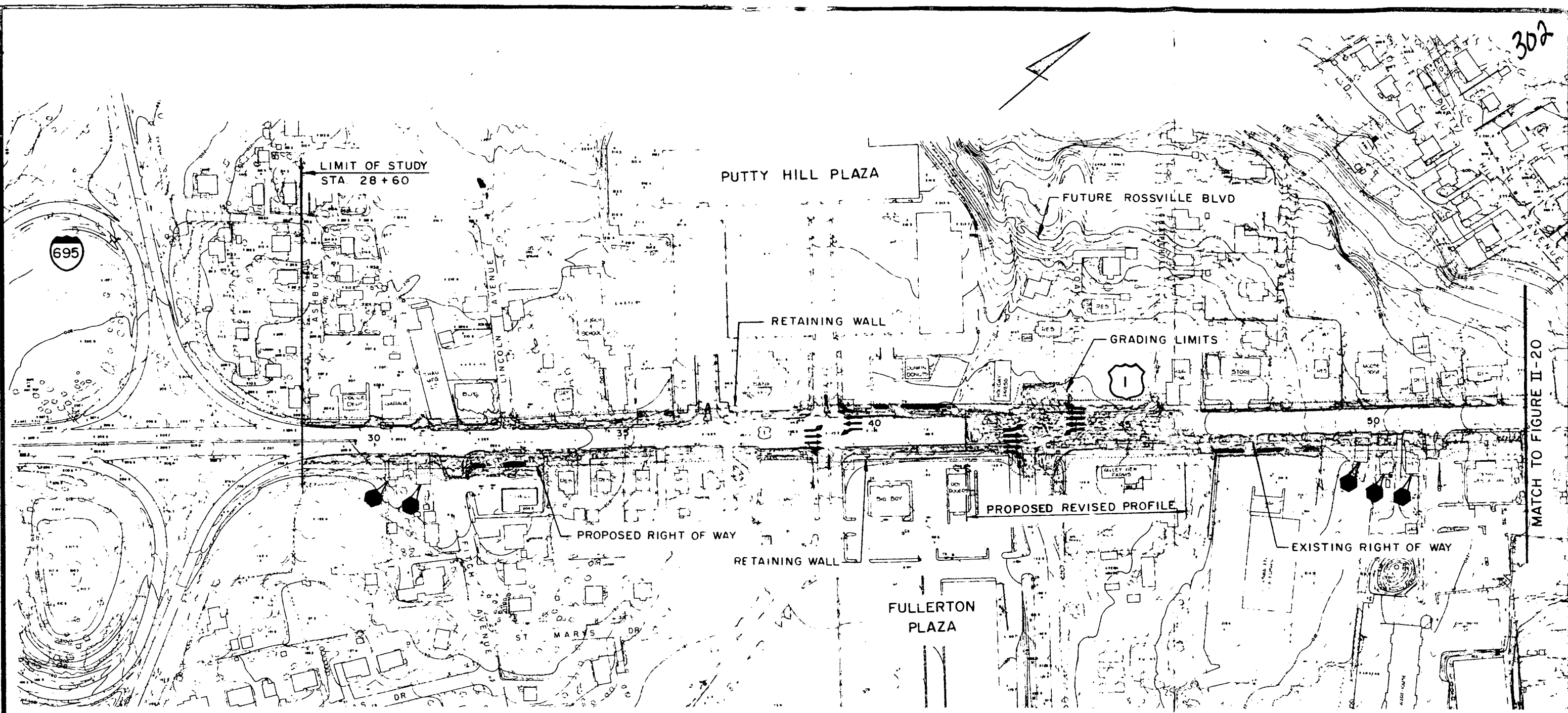
**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
**6-LANE DIVIDED ALTERNATE**  
 STA. 83+00 TO STA. 113+00  
 SCALE: 1" = 200'  
 FIGURE II-17



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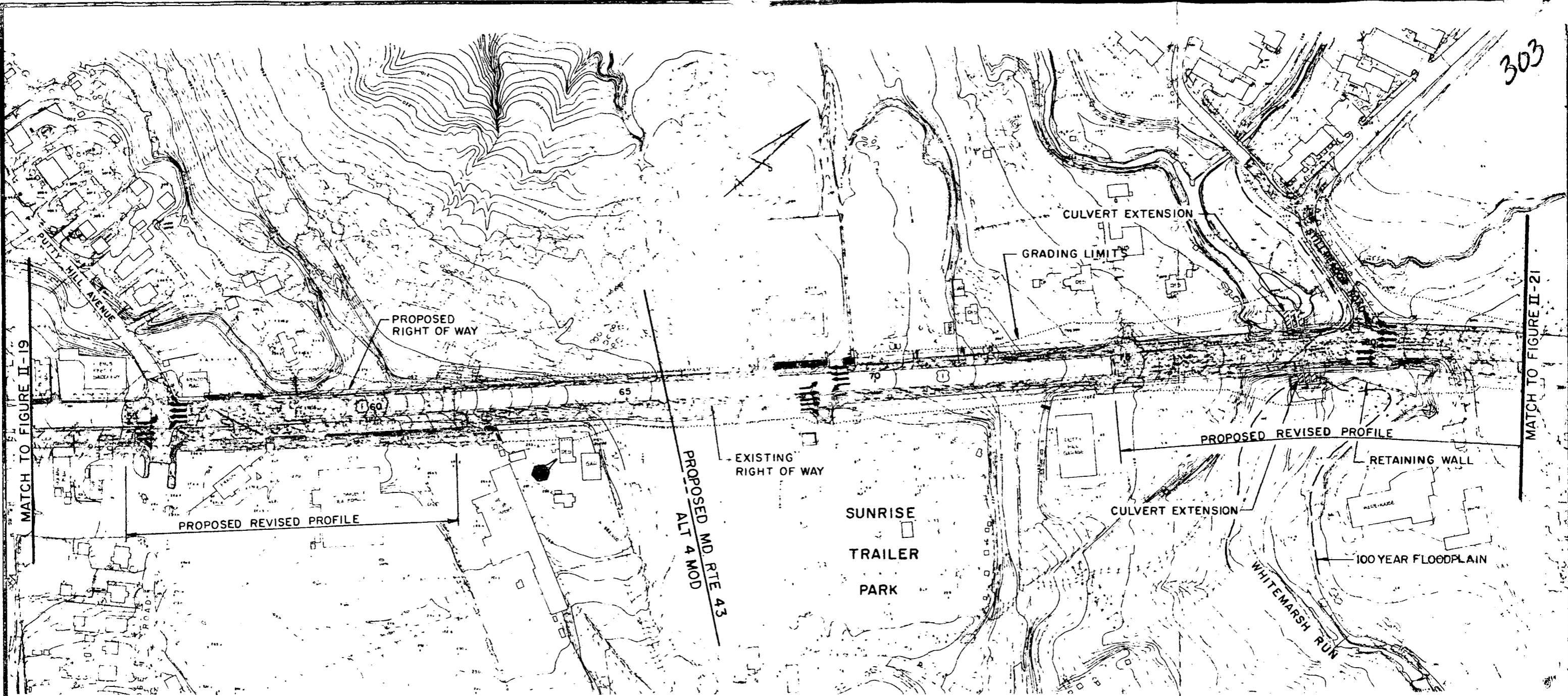


MATCH TO FIGURE II-20

**LEGEND**

- NEW PAVEMENT
- NEW ISLAND
- NEW RETAINING WALL
- RESIDENCE OR BUSINESS TO BE ACQUIRED
- LANE INDICATION

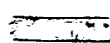
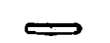
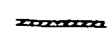


**U.S. ROUTE I IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD  
  
**7-LANE ALTERNATE**  
 STA. 28+60 TO STA. 53+00  
  
 SCALE: 1" = 200'  
 FIGURE II-19



MATCH TO FIGURE II-19

MATCH TO FIGURE II-21

**LEGEND**

-  NEW PAVEMENT
-  NEW ISLAND
-  NEW RETAINING WALL
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

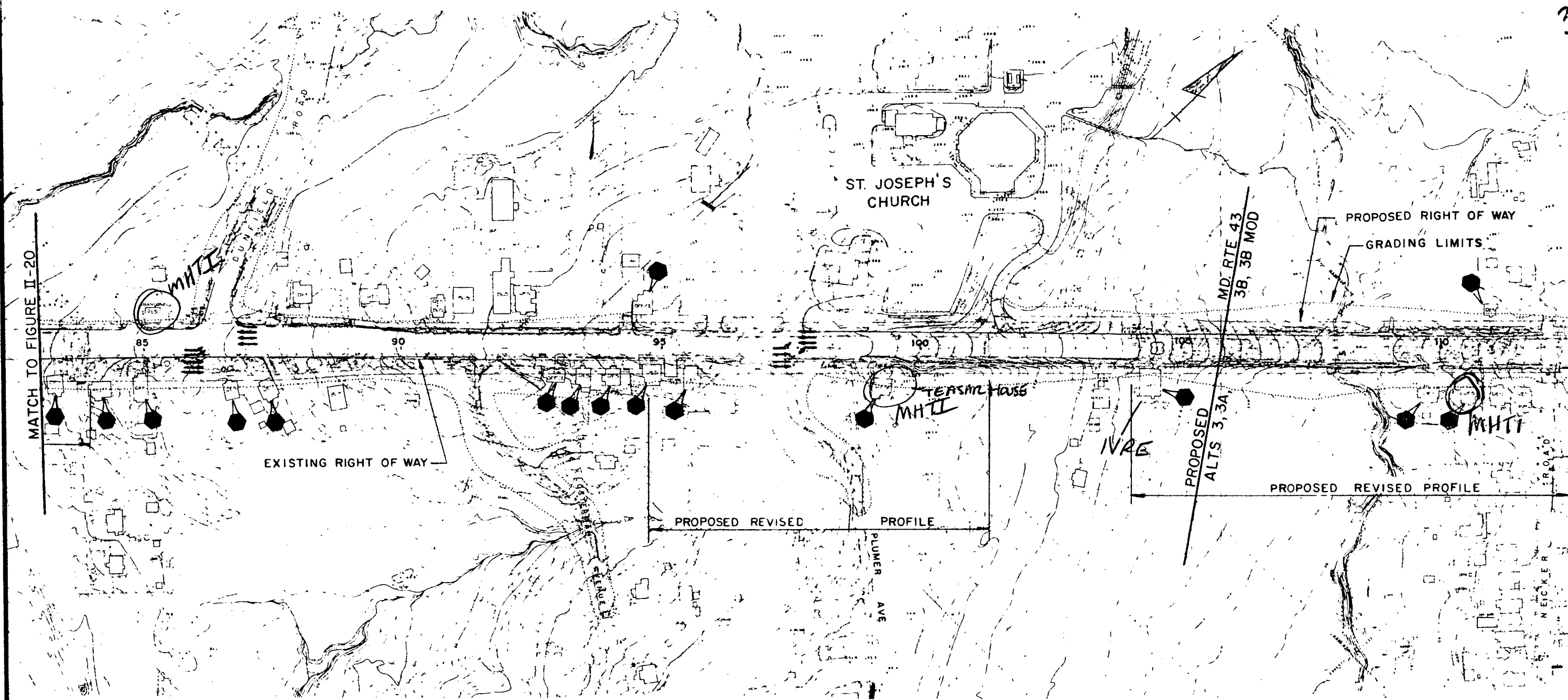
**U.S. ROUTE 1 IMPROVEMENTS**  
FROM I-695 TO NORTH OF SILVER SPRING ROAD

**7-LANE ALTERNATE**  
STA. 53+00 TO STA. 83+00

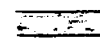


SCALE: 1" = 200'

FIGURE II-20

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**LEGEND**

-  NEW PAVEMENT
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

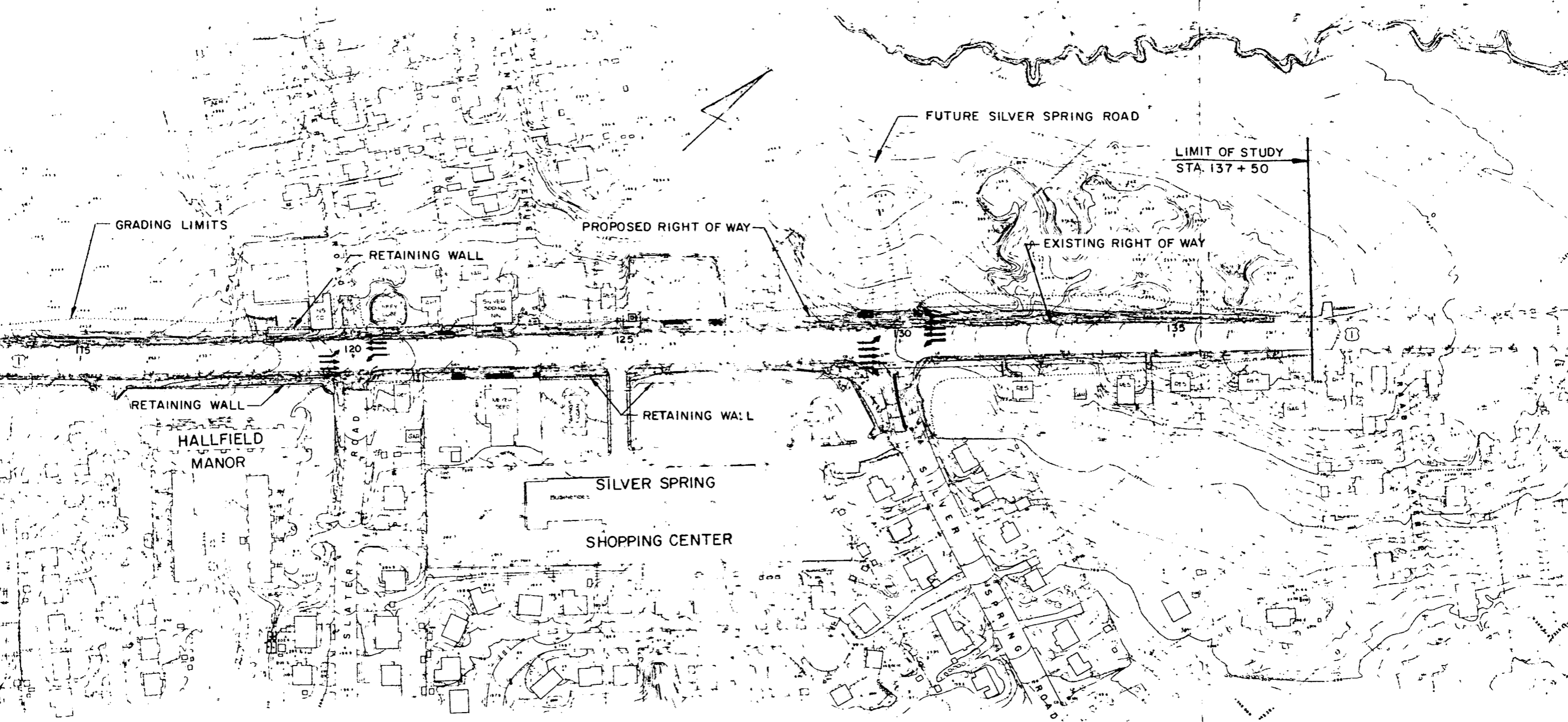
**U.S. ROUTE 1 IMPROVEMENTS**  
FROM I-695 TO NORTH OF SILVER SPRING ROAD

**7-LANE ALTERNATE**  
STA. 83+00 TO STA. 113+00

SCALE: 1" = 200' FIGURE II-21



MATCH TO FIGURE II-21



**LEGEND**

- NEW PAVEMENT
- NEW ISLAND
- NEW RETAINING WALL
- LANE INDICATION

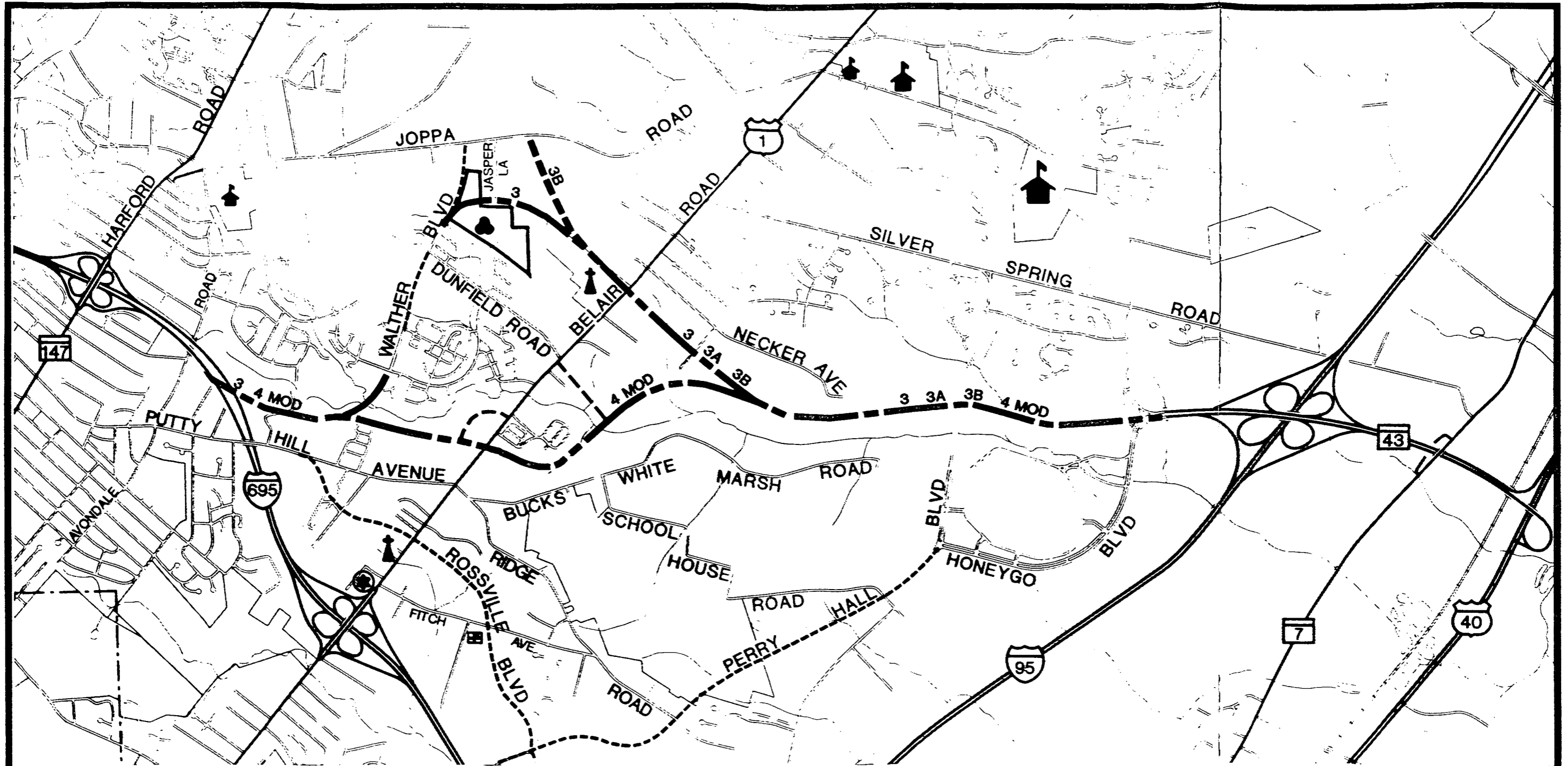
**U.S. ROUTE 1 IMPROVEMENTS**  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD

**7-LANE ALTERNATE**  
 STA. 113+00 TO STA. 137+50

SCALE: 1" = 200'

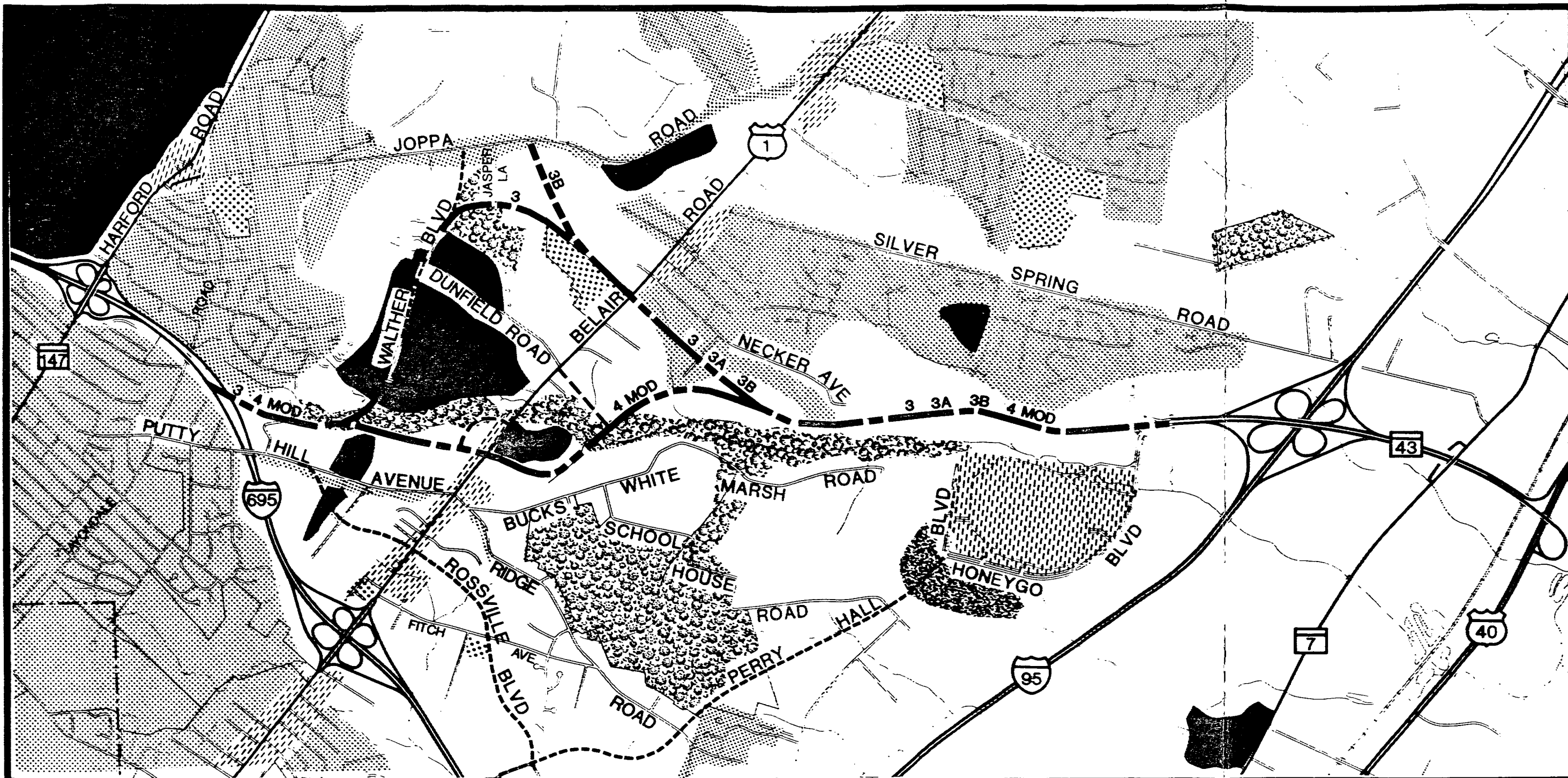
FIGURE II-22

II-44



	Park	<b>LEGEND</b>		Elementary School
	Church			Junior High School
	Fire Station			Senior High School
	Police Station			

<b>MARYLAND ROUTE 43</b>	
<b>COMMUNITY FACILITIES</b>	
SCALE: 1" = 2000'	FIGURE III-2



LEGEND

Residential

- Rural
- Low-Moderate Density
- Moderate-High Density

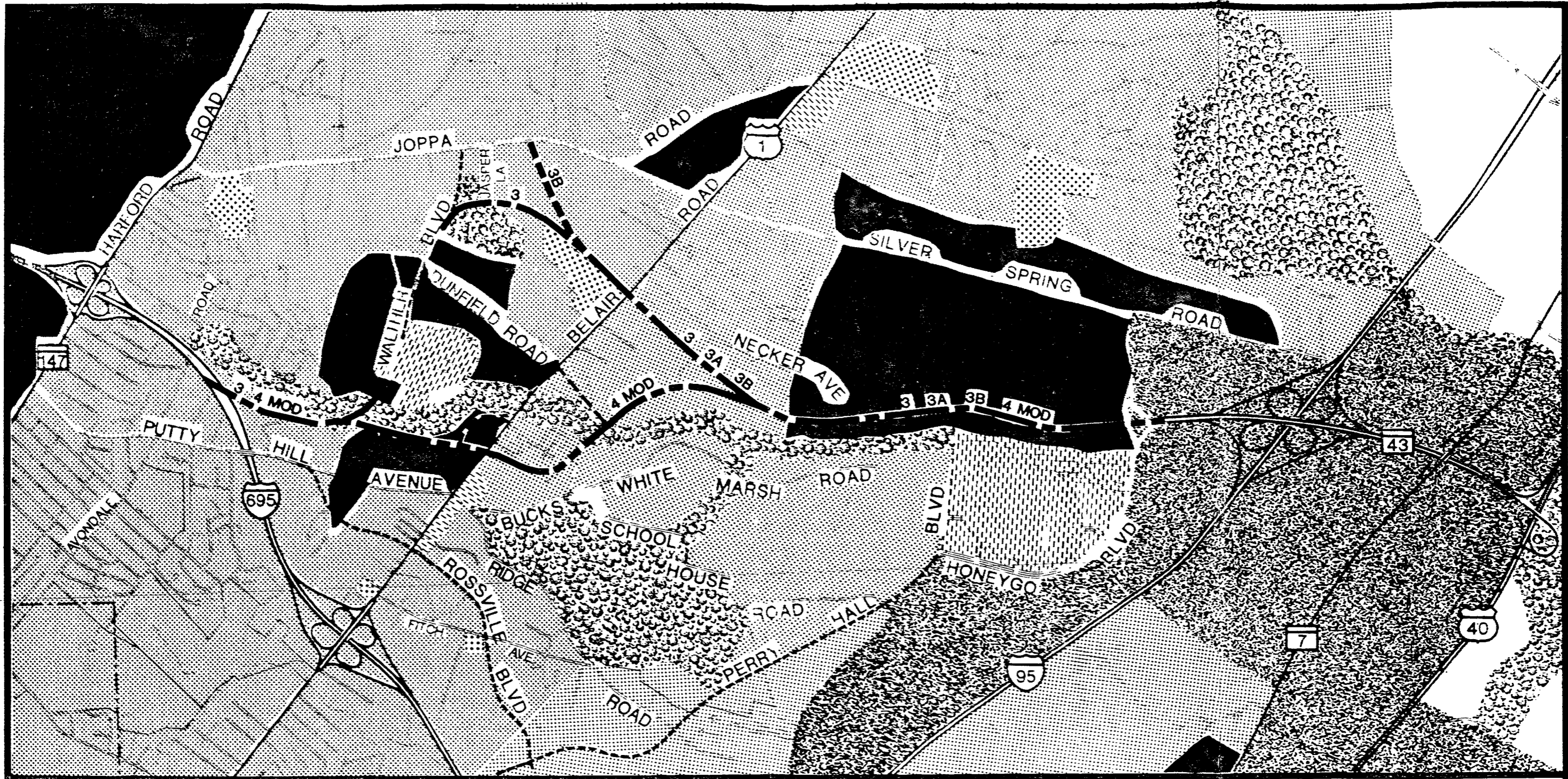
- Commercial
- Institutional
- Industrial
- Open Space

MARYLAND ROUTE 43

EXISTING LAND USE

SCALE: 1" = 2000'

FIGURE III-3



LEGEND

Residential

- Rural
- Low-Moderate Density
- Moderate-High Density

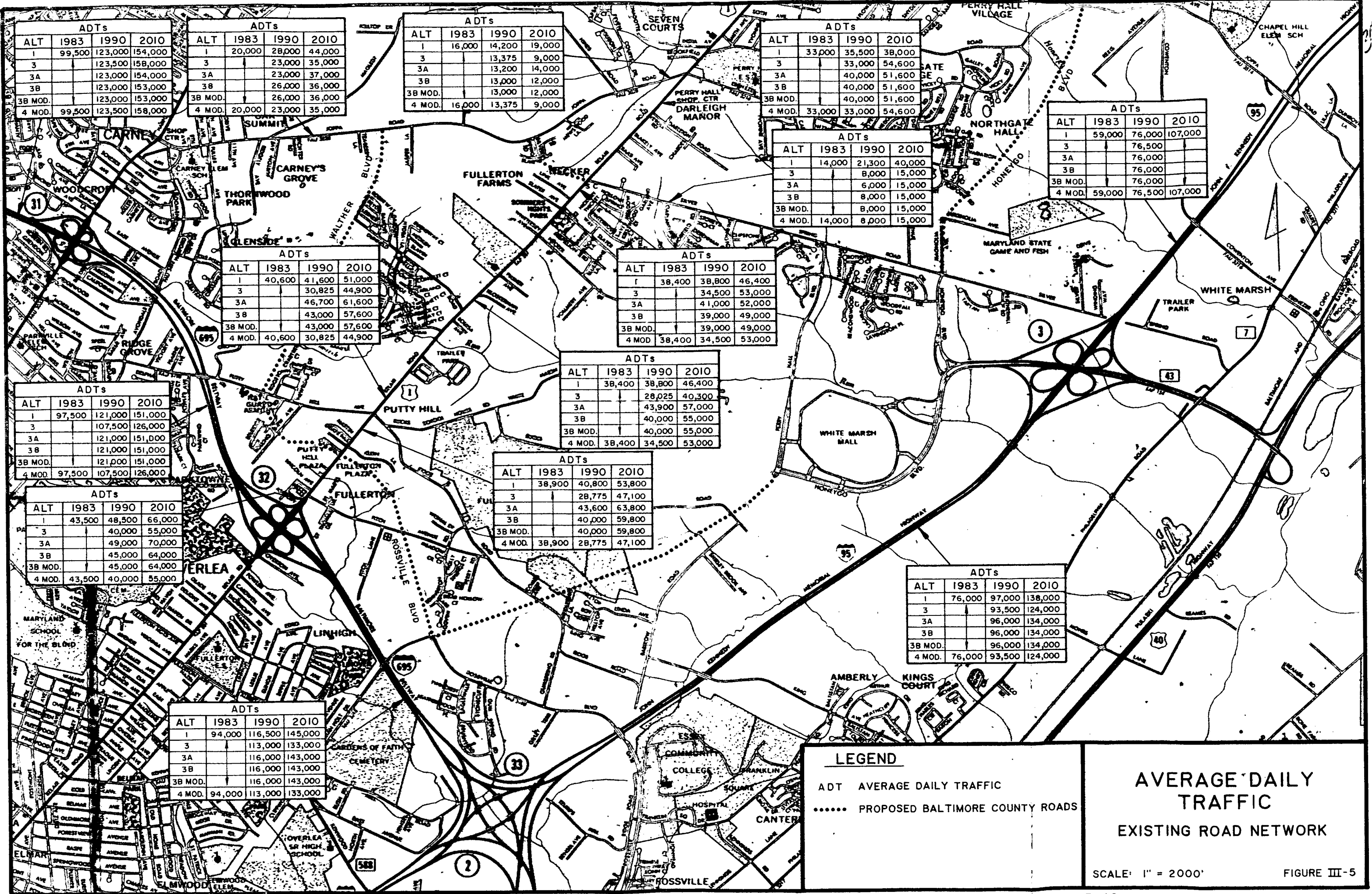
- Commercial
- Institutional
- Industrial
- Open Space

MARYLAND ROUTE 43

FUTURE LAND USE

SCALE: 1" = 2000'

FIGURE III-4



ADTs

ALT	1983	1990	2010
1	99,500	123,000	154,000
3		123,500	158,000
3A		123,000	154,000
3B		123,000	153,000
3B MOD.		123,000	153,000
4 MOD.	99,500	123,500	158,000

ADTs

ALT	1983	1990	2010
1	20,000	28,000	44,000
3		23,000	35,000
3A		23,000	37,000
3B		26,000	36,000
3B MOD.		26,000	36,000
4 MOD.	20,000	23,000	35,000

ADTs

ALT	1983	1990	2010
1	16,000	14,200	19,000
3		13,375	9,000
3A		13,200	14,000
3B		13,000	12,000
3B MOD.		13,000	12,000
4 MOD.	16,000	13,375	9,000

ADTs

ALT	1983	1990	2010
1	33,000	35,500	38,000
3		33,000	54,600
3A		40,000	51,600
3B		40,000	51,600
3B MOD.		40,000	51,600
4 MOD.	33,000	33,000	54,600

ADTs

ALT	1983	1990	2010
1	59,000	76,000	107,000
3		76,500	
3A		76,000	
3B		76,000	
3B MOD.		76,000	
4 MOD.	59,000	76,500	107,000

ADTs

ALT	1983	1990	2010
1	14,000	21,300	40,000
3		8,000	15,000
3A		6,000	15,000
3B		8,000	15,000
3B MOD.		8,000	15,000
4 MOD.	14,000	8,000	15,000

ADTs

ALT	1983	1990	2010
1	40,600	41,600	51,000
3		30,825	44,900
3A		46,700	61,600
3B		43,000	57,600
3B MOD.		43,000	57,600
4 MOD.	40,600	30,825	44,900

ADTs

ALT	1983	1990	2010
1	38,400	38,800	46,400
3		34,500	53,000
3A		41,000	52,000
3B		39,000	49,000
3B MOD.		39,000	49,000
4 MOD.	38,400	34,500	53,000

ADTs

ALT	1983	1990	2010
1	38,400	38,800	46,400
3		28,025	40,300
3A		43,900	57,000
3B		40,000	55,000
3B MOD.		40,000	55,000
4 MOD.	38,400	34,500	53,000

ADTs

ALT	1983	1990	2010
1	97,500	121,000	151,000
3		107,500	126,000
3A		121,000	151,000
3B		121,000	151,000
3B MOD.		121,000	151,000
4 MOD.	97,500	107,500	126,000

ADTs

ALT	1983	1990	2010
1	38,900	40,800	53,800
3		28,775	47,100
3A		43,600	63,800
3B		40,000	59,800
3B MOD.		40,000	59,800
4 MOD.	38,900	28,775	47,100

ADTs

ALT	1983	1990	2010
1	43,500	48,500	66,000
3		40,000	55,000
3A		49,000	70,000
3B		45,000	64,000
3B MOD.		45,000	64,000
4 MOD.	43,500	40,000	55,000

ADTs

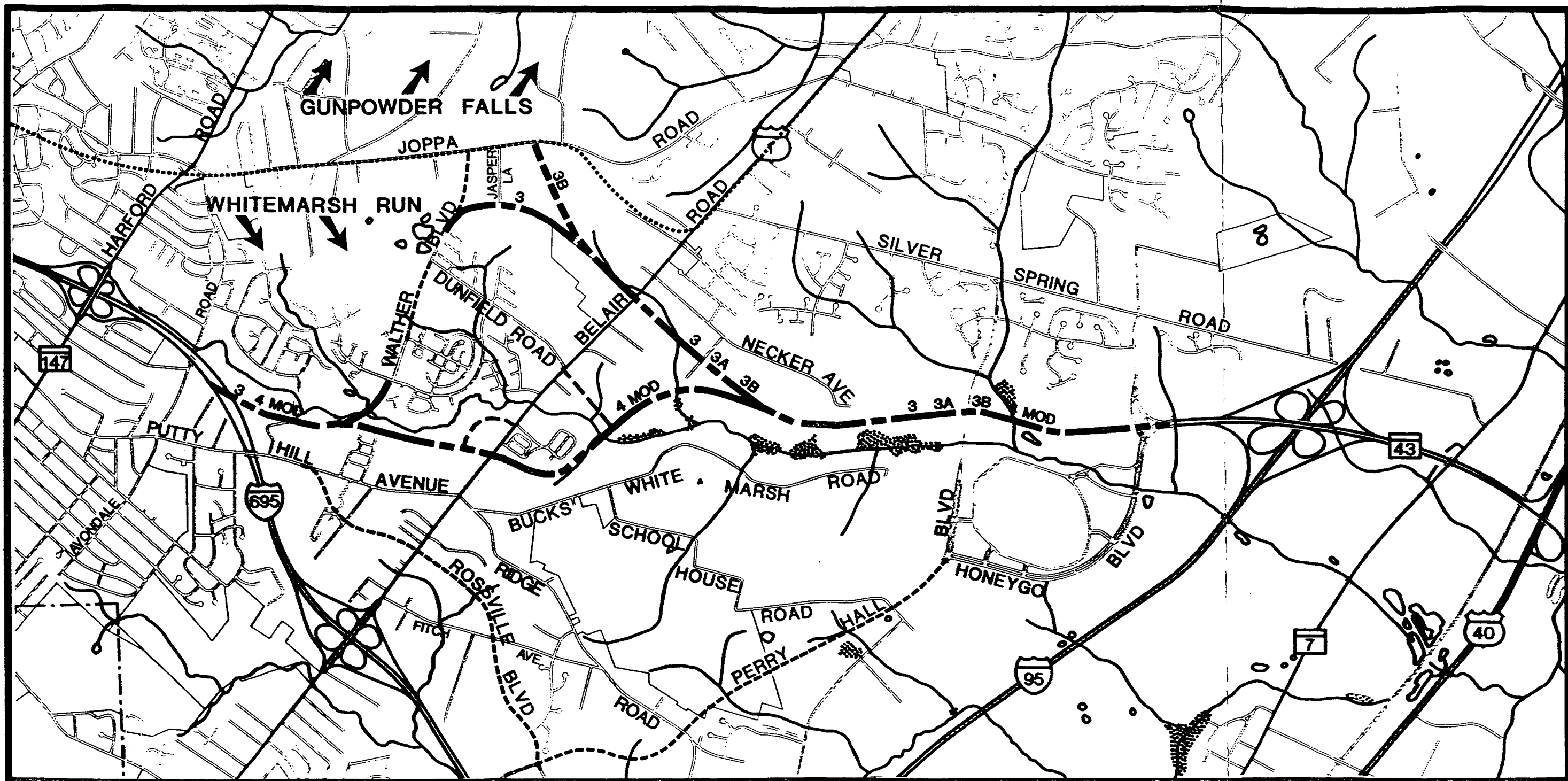
ALT	1983	1990	2010
1	76,000	97,000	138,000
3		93,500	124,000
3A		96,000	134,000
3B		96,000	134,000
3B MOD.		96,000	134,000
4 MOD.	76,000	93,500	124,000

ADTs

ALT	1983	1990	2010
1	94,000	116,500	145,000
3		113,000	133,000
3A		116,000	143,000
3B		116,000	143,000
3B MOD.		116,000	143,000
4 MOD.	94,000	113,000	133,000

**LEGEND**  
 ADT AVERAGE DAILY TRAFFIC  
 ..... PROPOSED BALTIMORE COUNTY ROADS

**AVERAGE DAILY TRAFFIC**  
**EXISTING ROAD NETWORK**



LEGEND

STREAMS 

WATERSHED LIMITS 

PONDS 

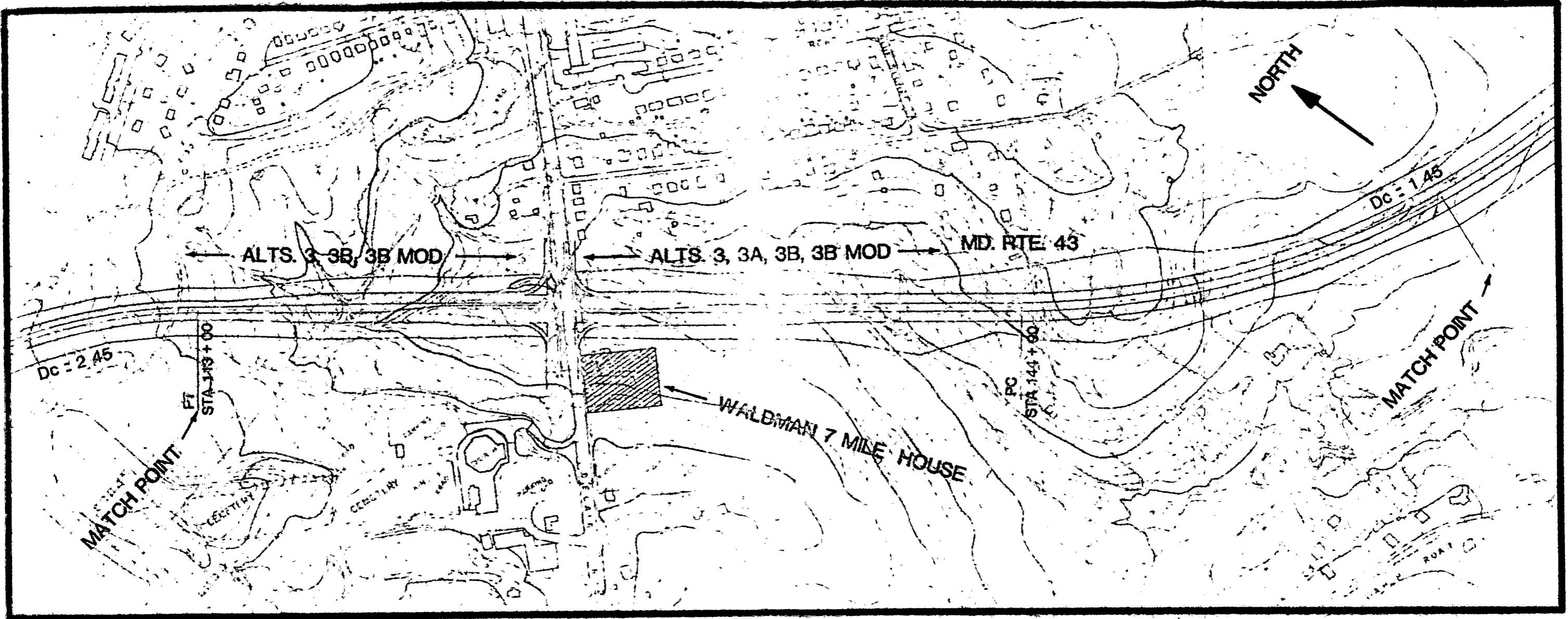
WETLANDS 

MARYLAND ROUTE 43

ENVIRONMENTAL MAP

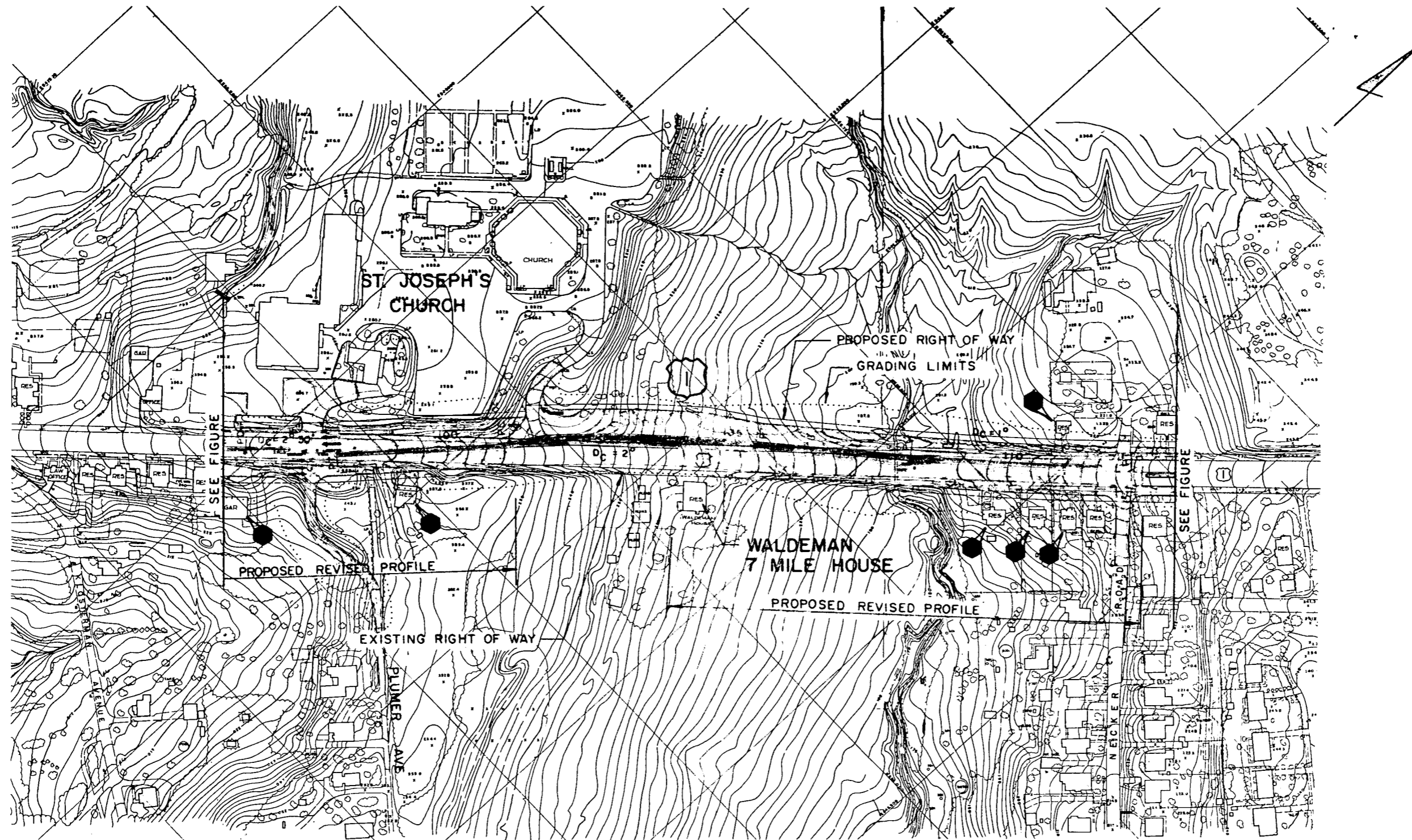
SCALE: 1" = 2000'

FIGURE III-6

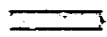





MD. RTE. 43 EXTENDED  
WALDMAN 7-MILE HOUSE  
AVOIDANCE ALTERNATE  
ALTERNATES 3, 3A, 3B, 3B MOD.  
SCALE 1 in = 400 ft      FIG. IV - 5

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**LEGEND**

-  NEW PAVEMENT
-  NEW MEDIAN OR ISLAND
-  RESIDENCE OR BUSINESS TO BE ACQUIRED
-  LANE INDICATION

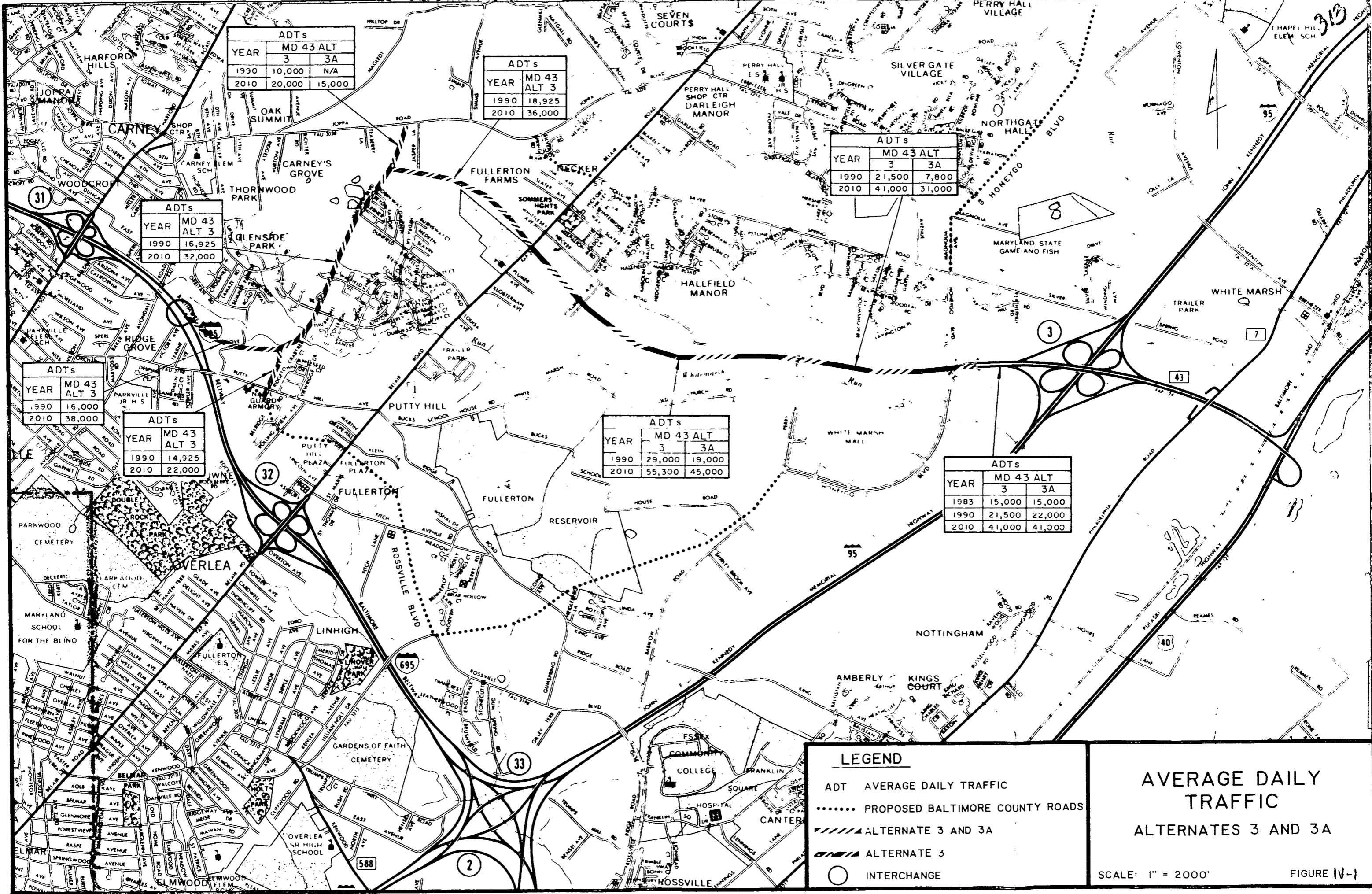
U.S. ROUTE 1 IMPROVEMENTS  
 FROM I-695 TO NORTH OF SILVER SPRING ROAD

**WALDMAN 7-MILE HOUSE**  
 AVOIDANCE ALTERNATE

SCALE: 1" = 200'

FIGURE N-6





ADTs		
YEAR	MD 43	ALT 3
1990	10,000	N/A
2010	20,000	15,000

ADTs		
YEAR	MD 43	ALT 3
1990	18,925	
2010	36,000	

ADTs		
YEAR	MD 43	ALT 3
1990	21,500	7,800
2010	41,000	31,000

ADTs		
YEAR	MD 43	ALT 3
1990	16,925	
2010	32,000	

ADTs		
YEAR	MD 43	ALT 3
1990	16,000	
2010	38,000	

ADTs		
YEAR	MD 43	ALT 3
1990	14,925	
2010	22,000	

ADTs		
YEAR	MD 43	ALT 3
1990	29,000	19,000
2010	55,300	45,000

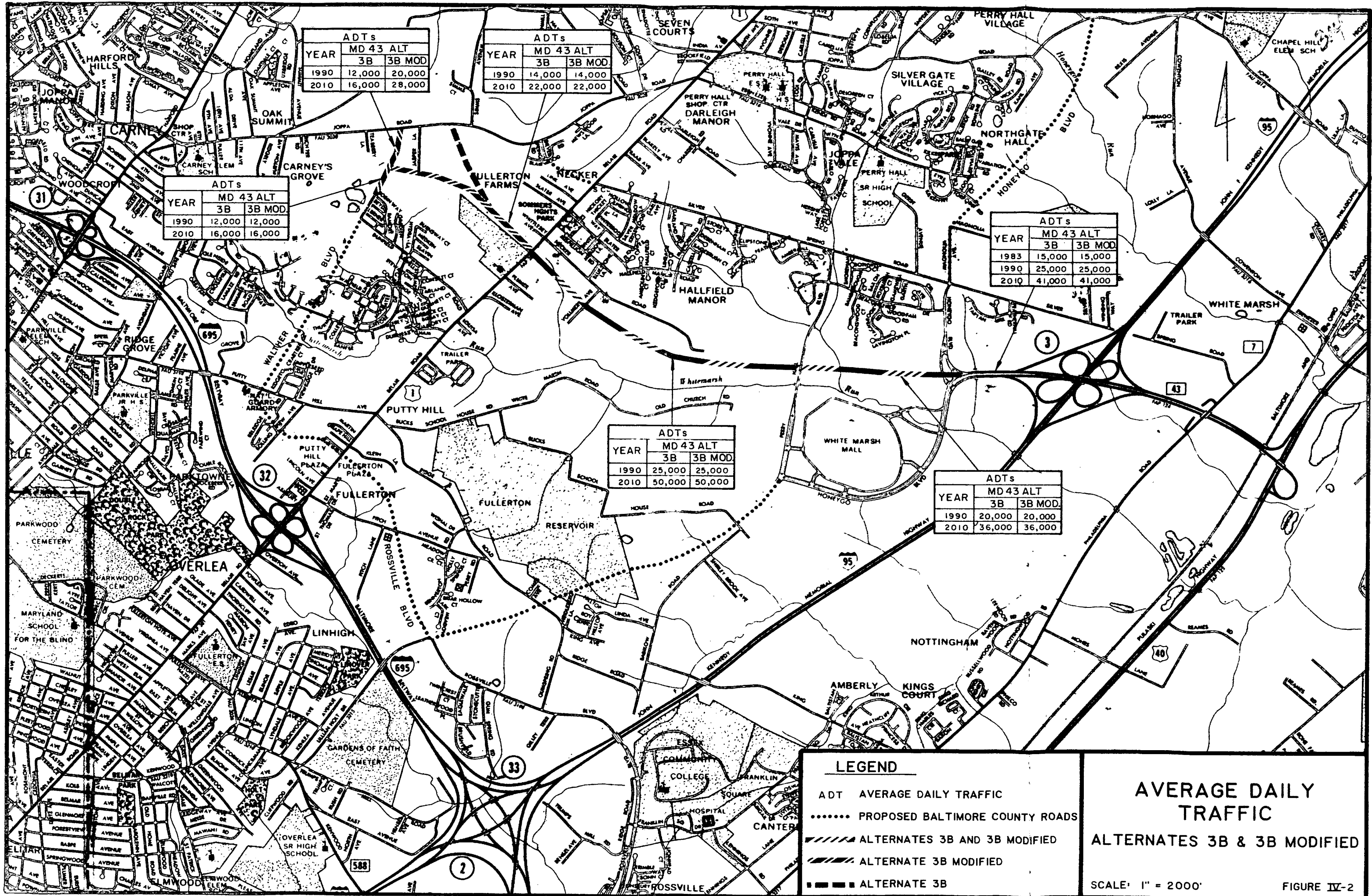
ADTs		
YEAR	MD 43	ALT 3
1983	15,000	15,000
1990	21,500	22,000
2010	41,000	41,000

**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS
- ////// ALTERNATE 3 AND 3A
- //// ALTERNATE 3
- INTERCHANGE

**AVERAGE DAILY TRAFFIC ALTERNATES 3 AND 3A**

SCALE: 1" = 2000' FIGURE IV-1



ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	12,000	20,000	
2010	16,000	28,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	14,000	14,000	
2010	22,000	22,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	12,000	12,000	
2010	16,000	16,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1983	15,000	15,000	
1990	25,000	25,000	
2010	41,000	41,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	25,000	25,000	
2010	50,000	50,000	

ADTs			
YEAR	MD 43 ALT		
	3B	3B MOD	
1990	20,000	20,000	
2010	36,000	36,000	

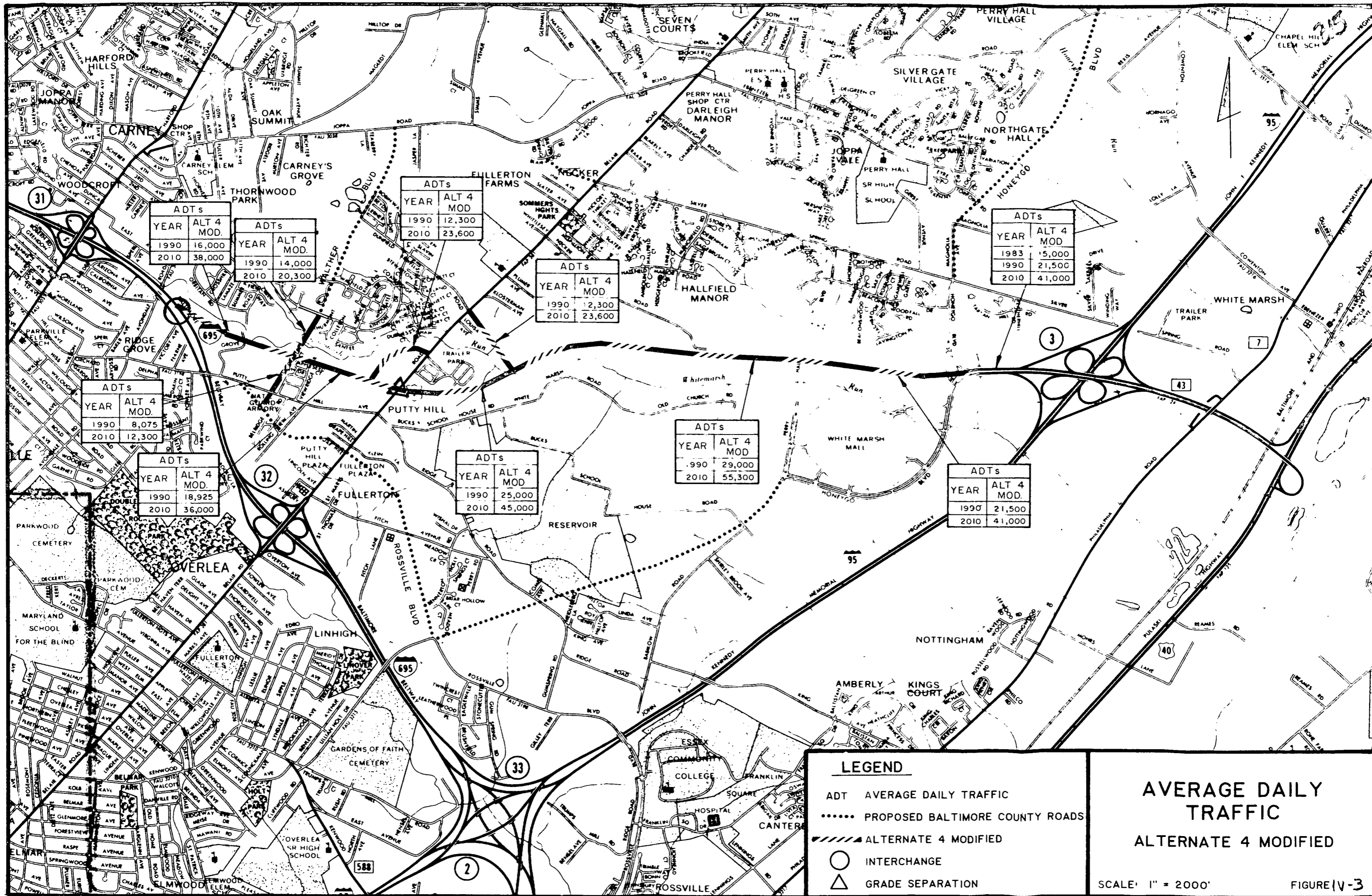
**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS
- ////// ALTERNATES 3B AND 3B MODIFIED
- ////// ALTERNATE 3B MODIFIED
- ALTERNATE 3B

**AVERAGE DAILY TRAFFIC  
ALTERNATES 3B & 3B MODIFIED**

SCALE: 1" = 2000'

FIGURE IV-2



ADTs	
YEAR	ALT 4 MOD.
1990	16,000
2010	38,000

ADTs	
YEAR	ALT 4 MOD.
1990	14,000
2010	20,300

ADTs	
YEAR	ALT 4 MOD.
1990	12,300
2010	23,600

ADTs	
YEAR	ALT 4 MOD.
1990	12,300
2010	23,600

ADTs	
YEAR	ALT 4 MOD.
1983	15,000
1990	21,500
2010	41,000

ADTs	
YEAR	ALT 4 MOD.
1990	8,075
2010	12,300

ADTs	
YEAR	ALT 4 MOD.
1990	18,925
2010	36,000

ADTs	
YEAR	ALT 4 MOD.
1990	25,000
2010	45,000

ADTs	
YEAR	ALT 4 MOD.
1990	29,000
2010	55,300

ADTs	
YEAR	ALT 4 MOD.
1990	21,500
2010	41,000

**LEGEND**

- ADT AVERAGE DAILY TRAFFIC
- ..... PROPOSED BALTIMORE COUNTY ROADS
- ////// ALTERNATE 4 MODIFIED
- INTERCHANGE
- △ GRADE SEPARATION

**AVERAGE DAILY TRAFFIC**  
**ALTERNATE 4 MODIFIED**

SCALE: 1" = 2000'

FIGURE V-3

# LEVEL OF SERVICE SUMMARY

(V/C IN PARENTHESES)

3/12

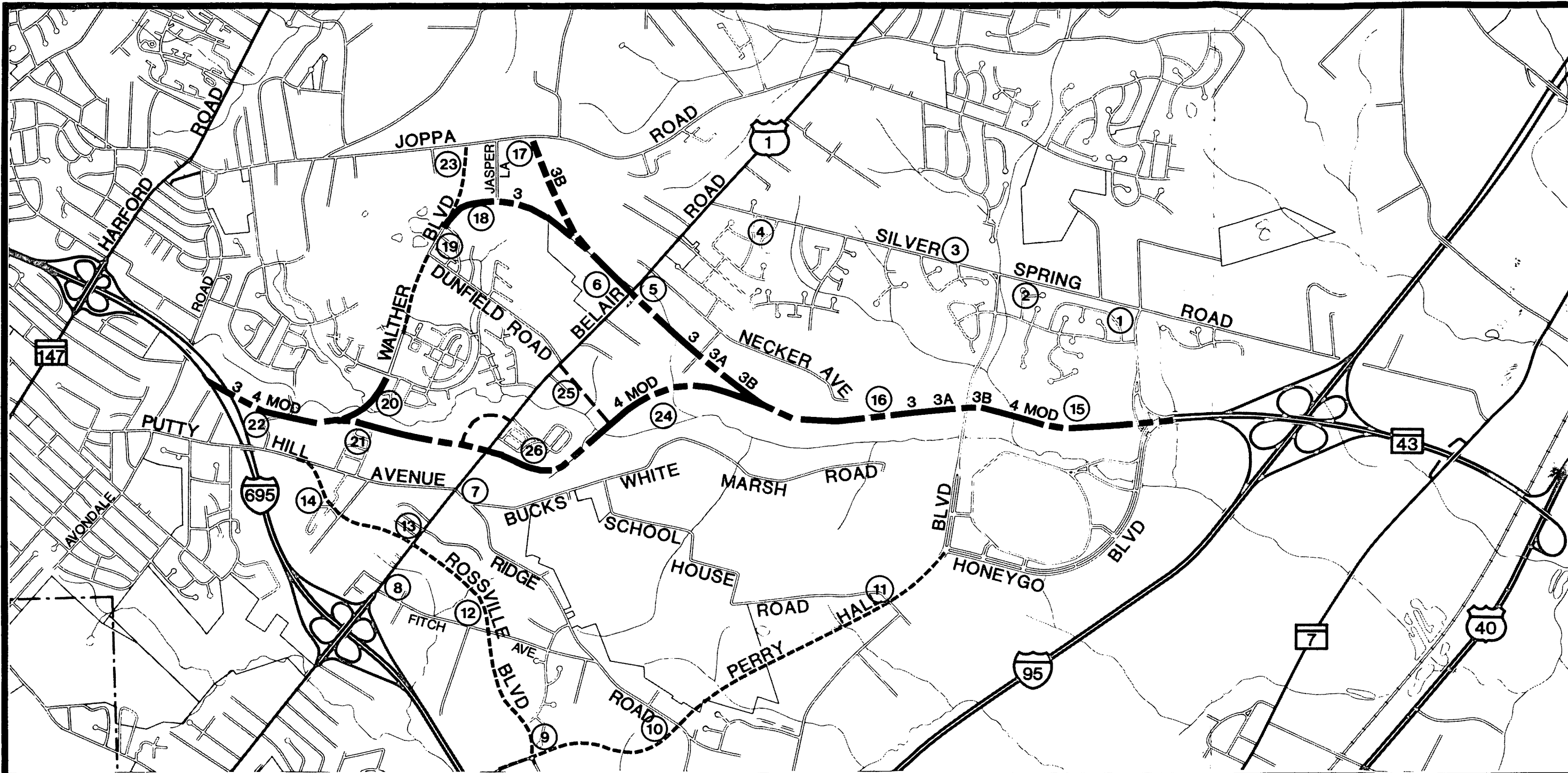
LOCATION	1983 EXISTING CONDITIONS	YEAR 2010							COMMENTS
		NO BUILD		MD 43 ALTERNATE (Assume 7 basic lanes on U.S. Route 1)					
		U.S. 1 5 Lanes	U.S. 1 7 Lanes	3	3A	3B	3B MOD.	4 MOD.	
U.S. 1 & Fitch Ave.	C	F(1.07)	C	C	C	C	C	C	
U.S. 1 & Fullerton Plaza	B	F(1.00)	C	C	F(0.91)	C	C	C	
U.S. 1 & Rossville Blvd.	NA	F(1.01)	F(1.07)	C	F(1.04)	F(1.08)	F(1.08)	F(1.04)	
U.S. 1 & Putty Hill Ave.	F(1.06)	F(1.05)	C	C	F(1.01)	F(1.02)	F(1.00)	C	
U.S. 1 & Dunfield Rd.	B	F(1.13)	C	C	F(0.97)	C	C	F(0.94)	5 LANES ON DUNFIELD ROAD
U.S. 1 & Silver Spring Rd.	F(0.94)	F(1.00)	F(0.95)	F(1.07)	F(1.03)	F(0.99)	F(0.99)	F(1.07)	
I-695 & MD. 43	NA	NA	NA	C	NA	NA	NA	C	
MD. 43 & Walther Blvd.	NA	NA	NA	C	NA	NA	B	F(0.95)	
MD. 43 & U.S. 1	NA	NA	NA	F(1.01)	F(1.04)	F(1.10)	F(1.10)	C	
MD. 43 & Perry Hall Blvd.	NA	NA	NA	F(0.98)	F(0.92)	F(1.02)	F(1.02)	E(0.98)	
MD. 43 & Honeygo Blvd.	A	C	C	C	C	C	C	C	
MD. 43 at I-95	C	F	F	D	F	F	F	D	
I-95 at MD. 43	C	F	F	D	F	F	F	D	
Walther Blvd. & Rossville Blvd. Connection	NA	NA	NA	C	NA	NA	NA	NA	
Walther Blvd. & Dunfield Rd.	A			F(0.97)					
Joppa Rd. & Walther Blvd.	NA	F(1.88)	F(1.34)	F(1.01)	F(1.04)	F(1.81)	F(1.81)	F(1.54)	2 LANES ON JOPPA ROAD
Joppa Rd. & MD. 43	NA	NA	NA	NA	NA	F(1.32)	NA	NA	2 LANES ON JOPPA ROAD
Silver Spring Rd. & Perry Hall Blvd.	A	A	A	A	A	A	A	A	
Silver Spring Rd. & Honeygo Blvd.	A	B	B	A	A	A	A	A	
I-695 at U.S. 1	D	D	D	D	F	D	D	D	B THROUGH LANES ON I-695. IMPROVEMENTS TO THIS INTERCHANGE ARE NOT PART OF THIS PROJECT.
U.S. 1 at I-695	B	C	C	C	C	C	C	C	
Harford Rd. & Joppa Rd.		F(1.34)	F(1.34)	F(1.10)	F(1.21)	F(1.18)	F(1.18)	F(1.16)	

**NOTES**

1. Level of service applies to the hour of peak traffic on an average day.
2. Levels of service are identical for the 7-lane and the 6-lane divided U.S. 1 Alternates.
3. All levels of service in 2010 assume Putty Hill Ave. will be closed east of Rossville Blvd. as proposed by Baltimore County.
4. v/c = volume/capacity ratio.

**FOOTNOTES**

1. MD. 43 & Ramp A Level D  
MD. 43 & Ramp B Level E(0.94)  
U.S. 1 & Ramp A Level D  
U.S. 1 & Ramp B Level E(0.93)



**LEGEND**

**MARYLAND ROUTE 43**

**AIR and NOISE SENSITIVE AREAS**

SCALE: 1" = 2000'

FIGURE IV-4