

FINDING OF NO SIGNIFICANT IMPACT

Maryland Route 543/I-95
and Related Studies

STATE CONTRACT NO. H-805-151-471



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

February 24, 1984

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

FINDING OF NO SIGNIFICANT IMPACT

Enclosed for your information and files is the approved Finding of No Significant Impact (FONSI) and the appropriate supporting material for the referenced project. This document has been prepared in accordance with the revised Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, the CEQ Regulations, and DOT Order 5610.1c.

An alternate was selected at both the Maryland Route 24/U.S. Route 40 (Alternate 3) and Maryland Route 543/I-95 (Alternate 4) areas. Alternate 3 proposes the dualization of Maryland Route 24 from I-95 to just south of Maryland Route 755 in Edgewood. Alternate 4 proposes the relocation of Maryland Route 543 from south of James Run to Maryland Route 7 and the construction of a diamond interchange at I-95.

Distribution of the FONSI is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Very truly yours,

M. S. Caltrider
State Highway Administrator

by: 

Hal Kassoff, Director
Office of Planning and
Preliminary Engineering

MSC:HK:mcd
Attachment

cc: Mr. Gordon E. Dailey
Mr. Wm. F. Schneider, Jr.
Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson

My telephone number is 659-1110

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STATE HIGHWAY ADMINISTRATION

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR
MARYLAND ROUTE 543/I-95 AND RELATED STUDIES,
INCLUDING THE U.S. ROUTE 40/MD RTE. 24 INTERCHANGE
HARFORD COUNTY

The FHWA has determined that this project will not have any significant impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) and the attached information, which summarizes the assessment and documents the selection of the Alternate 3 Interchange at U.S. 40 and MD Route 24, including the dualization of MD 24 from I-95 to South of MD Route 755, and the Alternate 4 interchange at I-95 and relocated MD Rte. 543. The minimal impacts, which will occur, are summarized in the attached Impacts of Selected Alternates Table and further discussed in this document and the EA. The FHWA has full responsibility under NEPA for the scope and content of the EA, which has been independently evaluated by FHWA and determined to adequately discuss the issues and impacts of the proposed project. The EA contains sufficient evidence for determining that an EIS is not required.

February 3, 1984
Date

Emil Elinsky
Division Administrator

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I.
RECORD
OF
DECISION



Maryland Department of Transportation

State Highway Administration

July 12, 1983

7
Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Hal Kassoff, Director
Office of Planning and
Preliminary Engineering *KK*

SUBJECT: Contract No. H 805-151-471
Maryland Route 543/I-95 Study

The Bureau of Project Planning is preparing a Finding of No Significant Impact Document for this project. We will be ready to submit the document to the Federal Highway Administration in July, 1983. A decision to proceed with the recommendation was made at a Team Recommendation meeting on April 27, 1983 by Administrator Caltrider. The FONSI is being prepared to request Location/Design Approval for two elements of the study:

1. Alternate #3 Interchange at U.S. Route 40 and Maryland Route 24 which includes the dualization of Maryland Route 24 from I-95 to South of Maryland Route 755.
2. Alternate #4 Interchange at Interstate Route 95 and Relocated Maryland Route 543. This alternate incorporates the modifications agreed upon at the April 27, 1983 meeting.

A summary of this meeting and the Project Planning Recommendation Report is attached.

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

My telephone number is 659-1110

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Mr. William I. Slacum
July , 1983
Page 2

CONCURRENCE:

I concur with the above information.

July 12, 1983
Date

M. S. Caltrider
M. S. Caltrider
State Highway Administrator

HK:cms
Attachments

cc: Mr. F. Gottemoeller
Mr. E. H. Meehan
Mr. L. Saben
Mr. T. L. Cloonan
Mr. Wm. F. Schneider, Jr.
Mr. C. R. Anderson
Mr. T. Hicks
Mr. S. L. Helwig
Mr. L. H. Ege, Jr.
Mr. D. W. Wallace

Mr. Wm. K. Lee, III
Mr. R. Gingrich
Mr. G. E. Dailey
Mr. P. Dionne
Mr. E. M. Loskot
Mr. J. L. White
Mr. J. A. Hester
Mr. F. T. Hoffman
Mr. J. Helm

II.
COMPARISON
OF
ALTERNATES

II. IMPACTS OF SELECTED ALTERNATES

<u>IMPACT CATEGORY</u>	<u>SELECTED ACTIONS</u>	
	<u>@ US 40</u> <u>Alt. 3</u>	<u>@ I-95</u> <u>Alt. 4</u>
Residences Displaced	0	7
Businesses Displaced	0	2
Private Property Required	3.3-acres	75.0-acres
Air Quality Sites Exceeding Federal and State Standards	None	None
Monitored Noise Sites Exceeding Federal Noise Abatement Criteria	1	2
Possibility of mitigating noise impacts	None	Minor
Stream Modification	None	None
Public Parkland Required	None	None
Wetland Impacts	1-acre ¹	None
Floodplain Impacts	11.3-acres	None
Effect on Terrestrial & Aquatic Ecology	Minor	Moderate
Effect on Endangered Species	None	None
Effect on Historical & Archeological Sites	None	None
Construction Impacts	Minor	Minor
Consistent with Land Use & Development Plans	Yes	Yes
<u>ESTIMATED IMPLEMENTATION COSTS (Millions 1982 \$)</u>		
Roadway/Earthwork/Drainage	\$4.63	\$5.30
Bridges	2.43	1.67
Major Utility Relocations	0.00	1.14
Right-of-Way/Relocation	0.16	0.84
Design & Construction Engineering, Administration/Overhead	<u>0.90</u>	<u>1.96</u>
TOTAL ESTIMATED COST	<u>\$8.12</u>	<u>\$10.91</u>

¹ Replacement wetland acreage of similar quality and diversity is available.

III.
**SUMMARY OF
ACTIONS AND
RECOMMENDATIONS**



Maryland Department of Transportation

State Highway Administration

12
Lowell K. Bridwell
Secretary

M. S. Caltrider
Administrator

MEMORANDUM

TO: Mr. M. S. Caltrider
State Highway Administrator

FROM: Hal Kassoff, Director
Office of Planning and Preliminary Engineering *HK*

SUBJECT: Contract No. H 805-151-471
Maryland Route 543/I-95 Study

RE: ADMINISTRATIVE REVIEW MEETING

This confirms the meeting scheduled in your conference room at 9:00 a.m. on Wednesday, April 27, 1983 for presentation of the Project Planning staff recommendation. Attached for your use are:

- Brochure distributed for the combined Location/Design Public Hearing, and
- Project Recommendation.

The staff's recommendations are summarized as follows:

On the basis of the on-going land use development in the Harford County's "Development Envelope", the warrants for interchange improvements and the benefits of the improvements at the Maryland Route 24/U.S. Route 40 and Maryland Route 543/I-95 areas are independent of each other. As a result, two recommendations, one in the Edgewood Area, Alternate #3 and one in the Belcamp Area, Alternate #4 are presented.

The Recommended Action for Alternate #3 is a combination of features from several alternates. (See Description of Recommended Action - Alternate 3 on page III-19).

The Recommended Action for Alternate #4 envisions the relocation and dualization of Maryland Route 543 from south of James Run to Maryland Route 7 and the construction of a diamond interchange at I-95. This new connection aligns with Riverside Parkway, being separately constructed by the developer of Riverside. Two new bridges would carry the divided highway over I-95. Diamond interchange ramps would be constructed on the north and south sides of I-95. On the south side of I-95, Maryland Route 7 would be relocated and dualized from the Bush Declaration Natural Resources Management Area to east of Belcamp Road to accommodate the diamond ramps.

My telephone number is _____

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The team is divided on the preferred alternate with sentiments for and against the diamond interchange. (See Support for Interchange Alternates at I-95, page III-20). On balance, I prefer the diamond interchange alternate due to its superior design and traffic circulation characteristics. If funding becomes a major issue, then one of the lesser alternates would be acceptable though not as desirable.

There were no environmental issues of consequence identified during the study. In the Alternate 3 area (Edgewood) wetlands and 100 year floodplain were identified. It was determined that the State Highway Administration owns sufficient acreage to replace the wetlands. Due to the large size of the floodplain and minimal encroachment, it is felt that flood levels would be raised insignificantly. Determination of flood levels will be an early step in final design. In the Alternate 4 area (Belcamp) there were no environmental issues of substance discovered. The Alternates take into consideration the location of the Bush Declaration Natural Resources Management Area, Harford Furnace, ATT's fiber optics cable and Baltimore City's 108" Susquehanna Waterline.

Following your decision, we will complete the environmental documentation process by preparing a Finding of No Significant Impact (FONSI).

A transcript of the combined Location and Design Public Hearing, the Environmental Assessment and back-up information are available from the Project Manager, Jim Helm, 659-1139.

Those receiving a copy of this memorandum with an * by their name have been requested to attend this meeting.

WFS:JRH:mcr

Attachment

cc: Mr. Harry J. McCullough*
Mr. Gordon E. Dailey*
Mr. Hal Kassoff*
Mr. Neil Pedersen*
Mr. Edward M. Loskot*
Mr. Robert Lynch*
Mr. Harold Hamilton*
Mr. Robert Lee*
Mr. Fred Rappe*
Mr. Edmond Wright*
Mr. Ron Spalding*
Mr. Wm. K. Lee, III
Mr. Emil Elinsky
Mr. James Hester
Mr. Earle S. Freedman
Mr. Charles Anderson
Mr. Calvin Reese
Mr. Thomas Cloonan

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

PROJECT PLANNING RECOMMENDATION

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A. BACKGROUND

1. Project Location

The project area is located in south-eastern Harford County, Maryland. It includes a 40 square mile corridor running generally south-west to north-east, between the towns of Edgewood and Aberdeen (see Figure 1). This corridor includes two major highway facilities (I-95 and U.S. Route 40) and numerous local roadways. Land use in this area ranges from undeveloped woodland to urbanized, with agricultural uses and low density residential development predominating.

2. Purpose of the Project

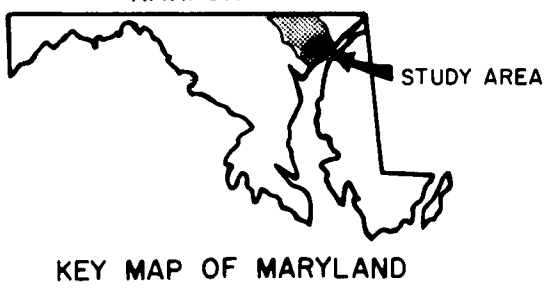
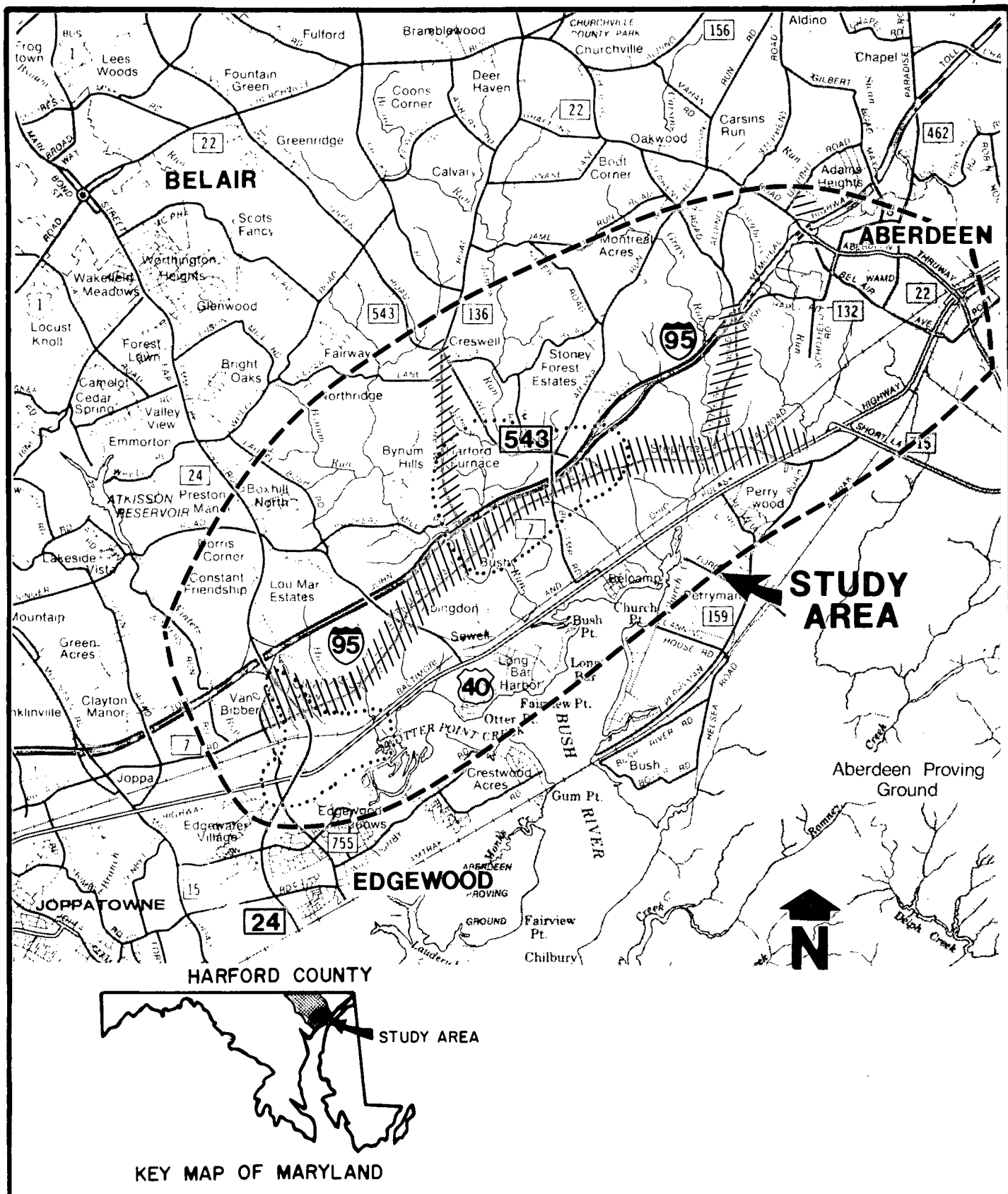
A key land use element in the Adopted Harford County Master Plan (1977) and Comprehensive Zoning Maps (Adopted 1982) is the focus on a "development envelope" that runs through the County along the Interstate 95 - U.S. Route 40 corridor, with an arm running to Bel Air along Maryland Route 24. The majority of the county's future residential and commercial development is proposed to occur in this "envelope". As a result, the local roadway network, while adequately providing for present traffic needs, will not satisfactorily accommodate future traffic demands in this area.

The purpose of this project is to study alternates for the improvement of access to the growing residential and industrial areas along the I-95 and U.S. 40 highway corridor in Harford County, and the improvement of mobility throughout the planned residential areas between the town of Bel Air and U.S. Route 40. Improvements to the roadway network in the project area are necessary if planned growth is to occur in an orderly manner.

3. Project History

Harford County, through its elected officials and planning and zoning staff, has historically supported an interchange along I-95 midway between Md. Routes 24 and 22. This Project Planning Study was initiated primarily in response to this support.

A Project Initiation Meeting was held on Tuesday, September 15, 1979 at the William Paca/Old Post Road Elementary School, 2706 Old Philadelphia Road, Abingdon, Maryland. At this meeting the project was introduced to the public and its objectives and limits were defined. Members of the public were also given the opportunity to make verbal or written comments for the public record. The main concerns expressed were the impact of this project on specific properties, particularly in the area of Md. Route 7 and Belcamp Road. The status of the previously proposed extension of Md. Route 136 was discussed. Due to impact to the Bush Declaration Natural Resources Management Area, this extension to U.S. Route 40 was not considered feasible and has been deleted from local, regional and state plans. This meeting was attended by 65 persons.



LEGEND

AREA OF POSSIBLE HIGHWAY AND INTERCHANGE CONSTRUCTION
 AREA OF POSSIBLE TSM IMPROVEMENTS // // // // //
 STUDY AREA - - - - -

SCALE IN MILES

MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
 Harford County, Maryland

**STUDY AREA
 LOCATION MAP**

FIGURE 1

Following the Project Initiation Meeting, a wide variety of alternatives were developed and subsequently presented to the public at an Alternates Workshop Meeting, held at the William Paca/Old Post Road Elementary School on September 15, 1981. Four basic project alternates were presented, including the No-Build (Alt. 1), Improvements to the existing highway system (Alt. 2, TSM), Interchange Alternates at the Maryland Route 24 crossing of US Route 40 (Alt. 3), and Interchange Alternates along I-95 at Maryland Route 543 (Alt. 4). Both Interchange Alternates (Alts. 3 & 4) included five variations (A thru E), so that, in effect, ten alternate alignments were presented in addition to the No-Build and TSM Alternates. The Alternates Workshop was attended by approximately 250 persons. An extensive list of public comments and concerns was collected at this workshop. These comments are reviewed in a State Highway Administration Memorandum which is dated October 20, 1981. Interested readers are referred to that memorandum for additional information (available for review at Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202).

An Environmental Assessment was prepared for this project and circulated in September of 1982. A Combined Location/Design Public Hearing was held at the William Paca/Old Post Road Elementary School in Abingdon on October 28, 1982. Approximately 140 persons attended this hearing, and eleven persons offered public comments.

Subsequent to the Public Hearing, and the receipt and evaluation of all public and agency comments, the Project Planning Team convened on several occasions to analyze the alternates and prepare the Recommendation (see Section 'C').

B. ALTERNATES

1. Alternates

A variety of preliminary alternates were initially considered in this study, and the planning process resulted in the deletion or modification of many of them. The following Stage II Alternates were presented in the Environmental Assessment (August 1982) and at the Location-Design Public Hearing (October 28, 1982). The "revised" estimated construction costs for these alternates are presented in Table 1 in Section D of this report.

a. Alternate 1 (No-Build) - would leave the existing highway system generally unchanged. Substandard intersections would not be improved. Normal maintenance and spot safety improvements, as scheduled by the SHA District office, would be provided where required within the existing highway right-of-way.

b. Alternate 2 (TSM) - the Transportation Systems Management option, proposes upgrading portions of the existing highway system to provide improvements in traffic capacity, service and safety without significant new construction. These improvements include the addition of travel lanes, right-turn lanes, widened shoulders, and expansion of park-n-ride lots.

c. Alternate 3A-1 - proposes the minimum improvements necessary to accommodate a connection between existing Maryland Route 24 and U.S. Route 40. The new connection would consist of a two-lane highway with at-grade intersections at both Maryland Route 24 and U.S. Route 40. Two new one-lane ramps would also be constructed at the Maryland Route 24/U.S. Route 40 overpass. All construction would be located within state owned highway right-of-way.

d. Alternate 3A-2 - proposes improvements necessary to accommodate a 4-lane connection between existing Maryland Route 24 and U.S. Route 40. The new connection would consist of a 4-lane divided highway with at-grade intersections at both Md. Route 24 and U.S. Route 40. Two new ramps would also be constructed at the Maryland Route 24/U.S. Route 40 overpass.

e. Alternate 3B-1 - proposes the minimum improvements necessary to construct an interchange at the Maryland Route 24/U.S. Route 40 overpass. One-lane interchange loops would be constructed in all quadrants except the southwest, and would be located within State owned right-of-way.

f. Alternate 4B - proposes the relocation and dualization of Maryland Route 543 from James Run to Maryland Route 7. An interchange would be constructed at I-95. On the north side of I-95, diamond-type ramps would be constructed and on the south side, ramps would connect with Md. Route 7. These ramps could be located either west of the interchange (Option 1)¹ or east (Option 2)².

1 Former Alternate 4B Option 1 is now Alternate 4B-1.

2 Former Alternate 4B Option 2 is now Alternate 4B-2.

g. Alternate 4B-1 - proposes the relocation and dualization of Maryland Route 543 from James Run to Maryland Route 7. A rural type diamond interchange would be constructed at I-95. To accommodate this interchange, Md. Route 7 would be relocated and dualized south of its present location¹.

As a result of that meeting, an Alternate at both Md. Route 24/U.S. Route 40 (Alternate 3) and Md. Route 543/I-95 (Alternate 4) is recommended. Traffic analyses have shown that these two areas function essentially separately. Further analysis shows that these areas would benefit in separate and different ways from improvements in their respective areas. Because of funding constraints, Harford County will be asked to select the location to be constructed first.

**Selected Action - Alternate 3
at Md. Route 24/U.S. Route 40
(see Figures 2 and 3)**

Maryland Route 24 is a two-lane highway that connects Bel Air with I-95 and Edgewood. The State Highway Administration is proceeding with the preparation of design plans for the relocation of Maryland Route 24 between US Route 1 (Bel Air Bypass) and I-95 as a 4-lane divided, controlled access highway. Between I-95 and Edgewood, Maryland Route 24 intersects Emmorton Road and Maryland Route 7 at-grade, overpasses US Route 40, intersects Edgewood Road (Md. Route 755) at-grade, and continues on into Edgewood.

Maryland Route 24 south of I-95 was constructed as half of an ultimate divided highway; the existing highway would become the southbound highway of the dualized facility. Although sufficient right-of-way was purchased for this dual highway, the embankment for the northbound highway was not placed. At US Route 40, an over-pass was constructed, and access to US Route 40 is via Edgewood Road. This overpass was originally intended as part of an interchange, and sufficient right-of-way was purchased to accommodate a full interchange.

The Selected Action - Alternate 3 represents a combination of elements from each of the three alternates presented in the Environmental Assessment (see Section III-C for a listing of these elements).

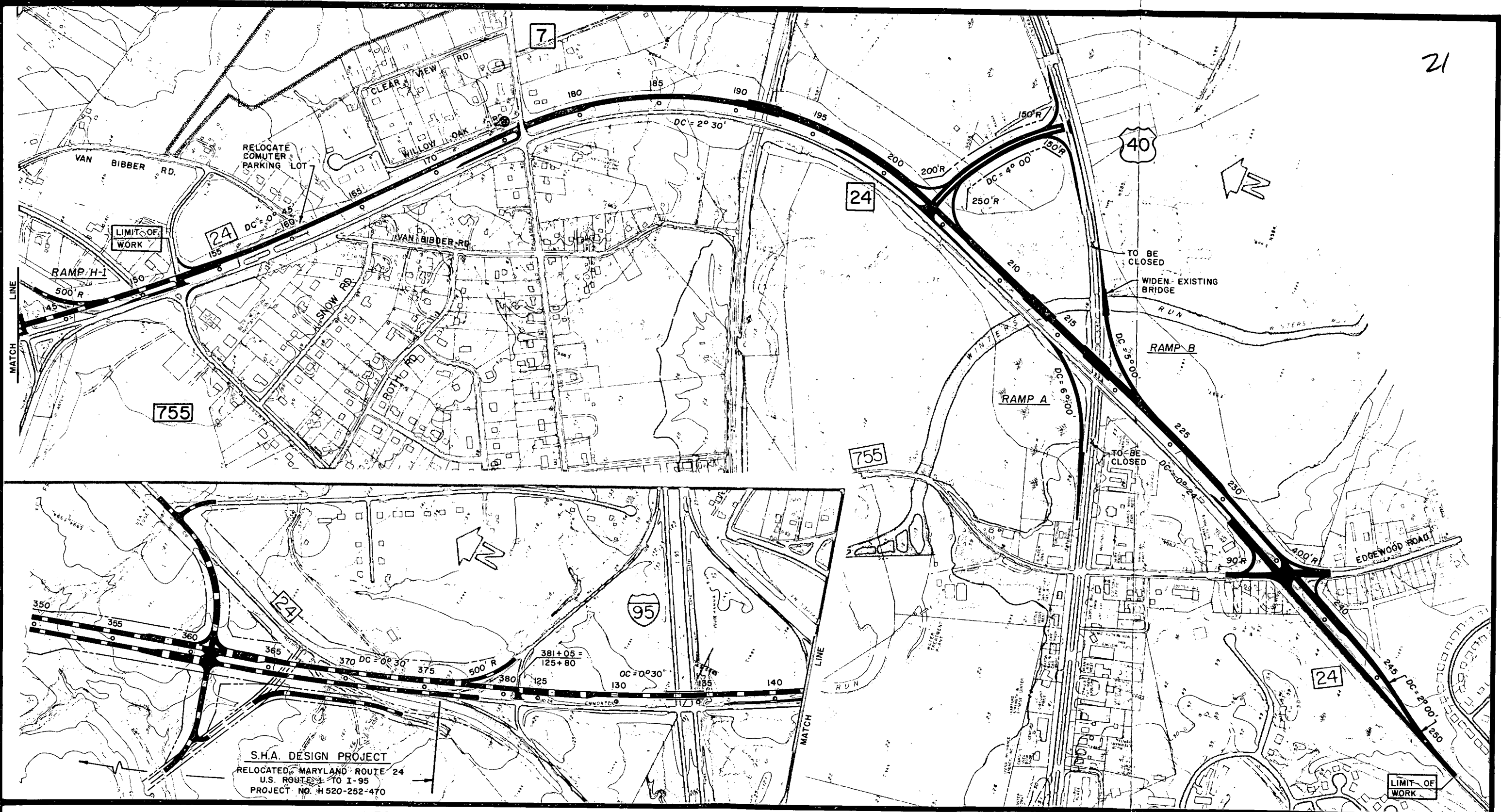
Alternate 3 envisions improvements to dualize Md. Route 24 and provide a connection between Maryland Route 24 and U.S. Route 40. Maryland Route 24 would be dualized from I-95 to just south of the intersection with Md. Route 755 (Edgewood Road). A full at-grade intersection would be constructed at Md. Route 755. New bridge structures would be required over the railroad, Winters Run, and U.S. Route 40.

¹ Former Alternate 4B-1 is now Alternate 4B-3.

A new 4-lane divided at-grade connection with full control of access would be located in the northeast quadrant of the intersection. Right and left turn lanes would be provided at the new intersections with U.S. 40 and Md. 24. This 4-lane connection would require additional right-of-way.

In addition to the new connection, two new one-lane ramps would be added at Md. Route 24 and U.S. Route 40. These ramps would also be located entirely within state owned right-of-way. Ramp A would accommodate the southbound Md. 24 to westbound U.S. 40 movement, and Ramp B would accommodate the northbound Md. 24 to eastbound U.S. 40 movement. The addition of these "free right turn" movements would reduce the number of left turns made at the adjacent intersections.

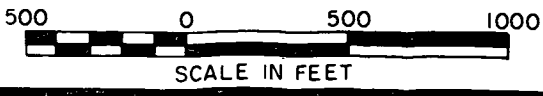
Although the Selected Action terminates just south of the limits of the I-95 interchange, the dualized portion of Md. Route 24 is compatible with the Toll Facilities Administration's (TFA) planned dualization of Md. Route 24 through the interchange area. Md. SHA will maintain continuing coordination with Md. TFA to ensure a consistent design from relocated Md. Route 24 north of the interchange on through the I-95 interchange and to the dualized portion of Md. Route 24 south of the interchange.



S.H.A. DESIGN PROJECT
 RELOCATED MARYLAND ROUTE 24
 U.S. ROUTE 1 TO I-95
 PROJECT NO. H 520-252-470

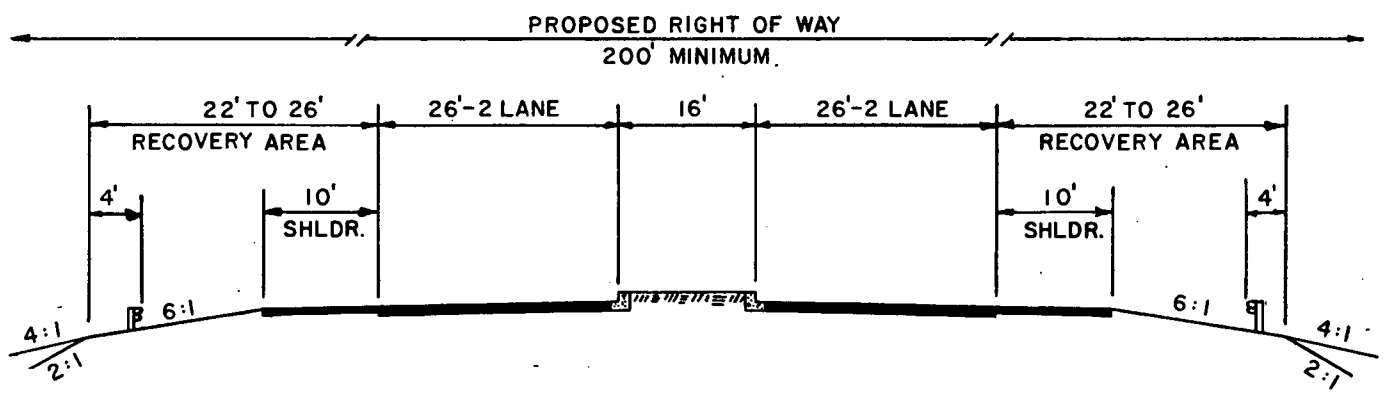
LEGEND

- APPROX. 100 YEAR FLOOD PLAIN
- HA HISTORIC SITE
- HISTORIC PROPERTY BOUNDARY
- PUBLIC SCHOOL PROPERTY BOUNDARY
- PARKLAND
- WETLAND (TIDAL)
- WETLAND (NON-TIDAL)
- TREELINE
- EXISTING PROPERTY OR RIGHT OF WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED DUALIZATION OF MD. RTE. 24 THROUGH I-95 (INTERCHANGE BY OTHERS)

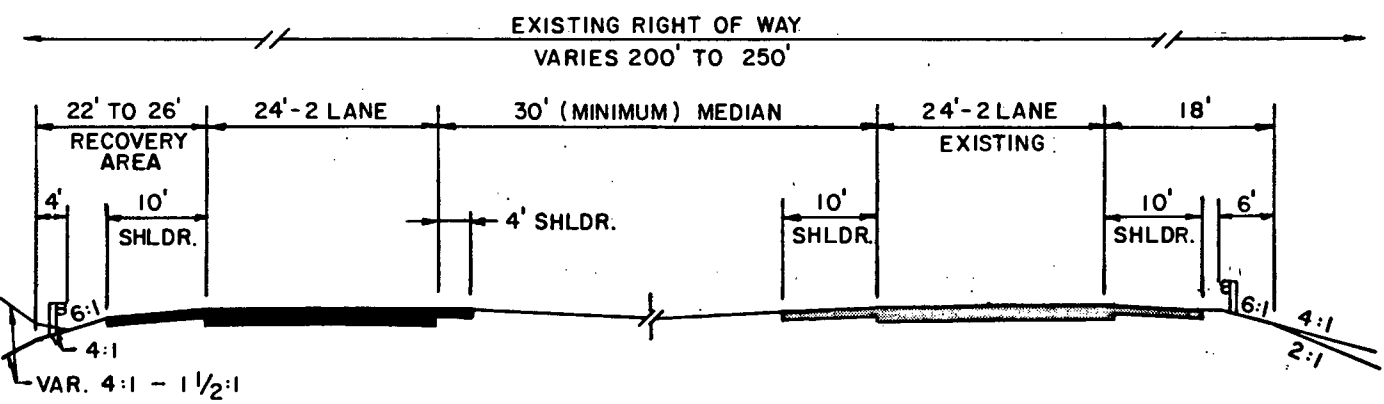


MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
 Harford County, Maryland

**SELECTED ACTION
 ALTERNATE 3
 RURAL TYPE INTERCHANGE
 AT MD. ROUTE 24 AND U.S. ROUTE 40**



4 LANE CONNECTION
MD ROUTE 24 TO US ROUTE 40



DUALIZATION OF MD ROUTE 24
I-95 TO EDGEWOOD

INTERCHANGE RAMPS: SEE FIGURE 5, "ALL INTERCHANGE RAMPS"

NOTE:
Dimensions Of All Roadways, Shoulders, Medians, Safety Grading Widths, Etc. Are Approximate And Are For The Purpose Of Determining Cost Estimates And Environmental Impacts, And Are Subject To Change During The Final Design Phase.

MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Hartford County, Maryland

TYPICAL SECTIONS
SELECTED ACTION
ALTERNATE 3

FIGURE 3

23

**Selected Action: Alternate 4
at Md. Route 543/I-95
(see Figures 4 and 5)**

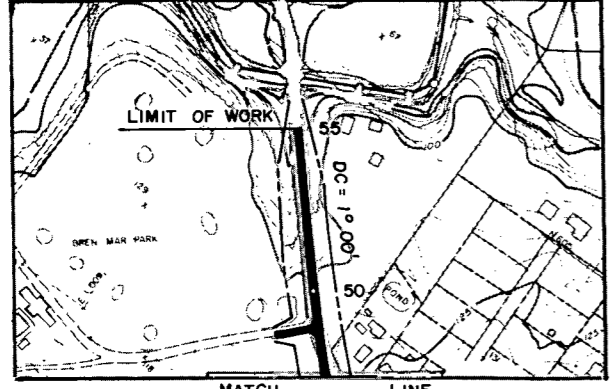
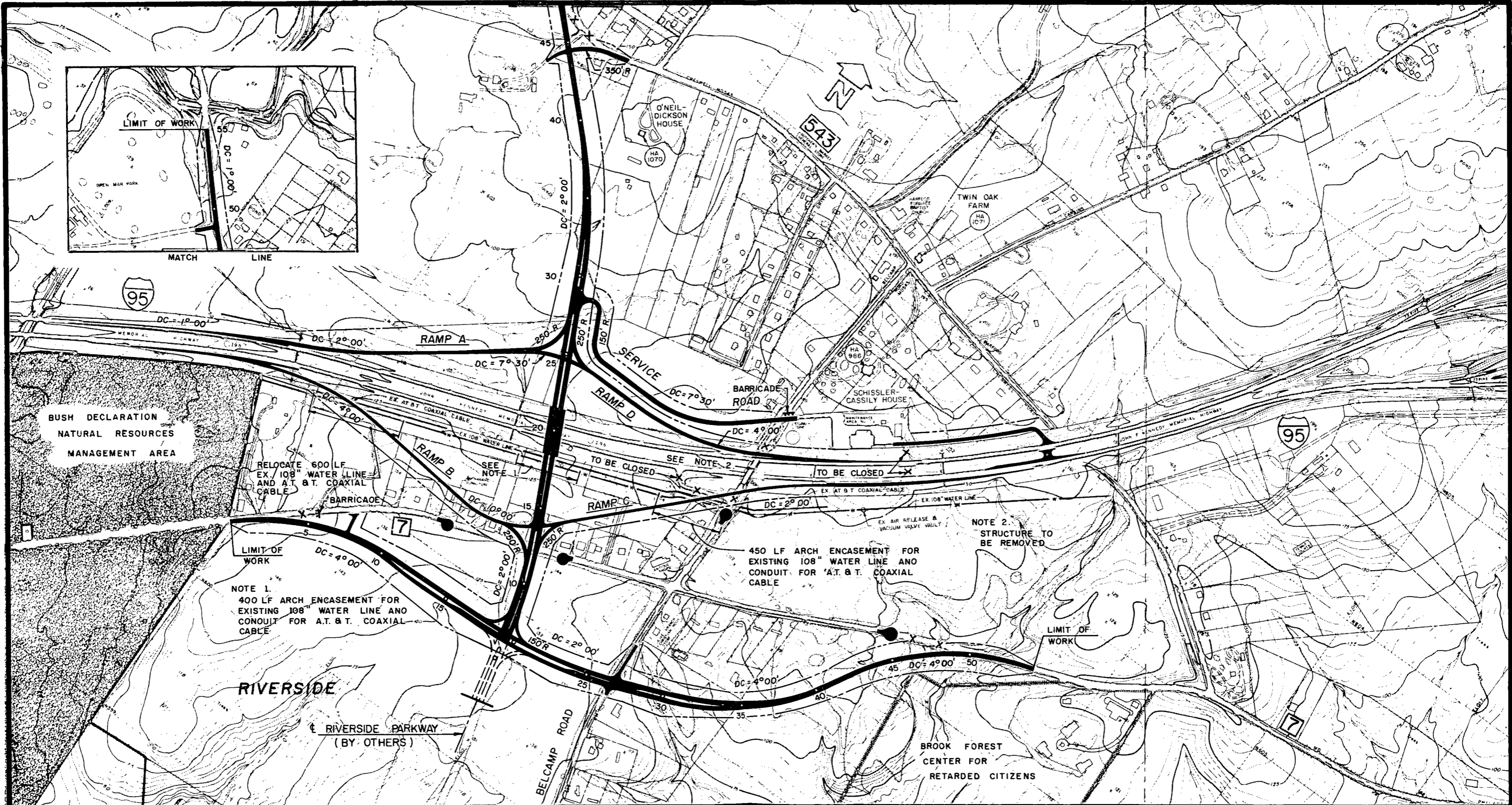
Maryland Route 136 and Maryland Route 543 (via Belcamp Road) are the only two state highways that overpass I-95 in the eight-miles between Maryland Route 24 (Edgewood) and Maryland Route 22 (Aberdeen). Maryland Route 543 is a two-lane highway that connects Maryland Route 7 (via Belcamp Road) with Bel Air. Maryland Route 136 is a two-lane highway that connects Maryland Route 7 with Churchville. These two highways intersect at Creswell.

Major residential and commercial developments are planned in the "development envelope" bounded by I-95, US 40, Edgewood and Aberdeen. The Bata Land Company, Inc. is currently developing their 1,500-acre holding in the Belcamp area. Their ultimate plan for this development, identified as Riverside, proposes 3,000 to 4,000 new dwelling units, with 7,000 to 9,500 residents in addition to commercial and industrial development. As part of the Riverside Development, Riverside Parkway will be constructed to replace Belcamp Road as a connection between U.S. Route 40 and Md. Route 7. Holly Woods, a 300-acre site, located north of Riverside, will include 1,000 to 1,300 new dwelling units with 2,400 to 3,300 residents. Both of these developments will be constructed in stages, with completion anticipated in 20 to 25 years.

As a part of the development of the Stage II Alternates, utility studies were undertaken to further define involvement with Baltimore City's 108" Susquehanna Waterline and AT&T's coaxial cable. Both of these utilities parallel I-95, on the south edge of the highway right-of-way. Because they are generally located near the surface (3' to 5' of cover), highway cuts would require relocation and highway fills would require encasement.

The Selected Action - Alternate 4 is a combination of Environmental Assessment Alternates 4B (Option 1) and 4B-1, and envisions the relocation of Maryland Route 543 from south of James Run to Maryland Route 7 and the construction of a diamond interchange at I-95. This new connection aligns with Riverside Parkway, being separately constructed by the developer of Riverside, and facilitates a good high-design connection between I-95 and U.S. Route 40. Md. Route 543 would be dualized from near the connection with the service road to Md. Route 7. Two new bridges would carry the divided highway over I-95. Diamond interchange ramps would be constructed on the north and south sides of I-95. On the south side of I-95, Maryland Route 7 would be relocated from the Bush Declaration Natural Resources Management Area to east of Belcamp Road to accommodate the diamond ramps. Md. Route 7 would be dualized in the interchange vicinity and through the Belcamp Road intersection. Relocation of both the 108" pipeline and coaxial cable would be required for the interchange ramps.

Because of the importance of the Md. Toll Facilities Administration's maintenance shop at Belcamp Road, Md. SHA will maintain continuing coordination to ensure the provision of safe emergency access to the shop (via direct connections to I-95) as well as daily access (via the new Md. Route 543 interchange and the Service Road).



BUSH DECLARATION
NATURAL RESOURCES
MANAGEMENT AREA

RELOCATE 600 LF
EX. 108" WATER LINE
AND A.T. & T. COAXIAL
CABLE

NOTE 1.
400 LF ARCH ENCASEMENT FOR
EXISTING 108" WATER LINE AND
CONDUIT FOR A.T. & T. COAXIAL
CABLE

450 LF ARCH ENCASEMENT FOR
EXISTING 108" WATER LINE AND
CONDUIT FOR A.T. & T. COAXIAL
CABLE

NOTE 2.
STRUCTURE TO
BE REMOVED

RIVERSIDE

RIVERSIDE PARKWAY
(BY OTHERS)

BROOK FOREST
CENTER FOR
RETARDED CITIZENS

O'NEIL-
DICKSON
HOUSE

TWIN OAK
FARM

SCHISSLER-
CASSILY HOUSE

95

95

543

RAMP A

RAMP D

RAMP B

RAMP G

BELCAMP ROAD

SERVICE ROAD

BARRICADE ROAD

MEMORIAL HIGHWAY

LIMIT OF WORK

LIMIT OF WORK

TO BE CLOSED

TO BE CLOSED

SEE NOTE 1

SEE NOTE 2

DC = 2° 00'

DC = 7° 30'

DC = 7° 30'

DC = 4° 00'

DC = 2° 00'

DC = 4° 00'

DC = 10° 00'

DC = 10° 00'

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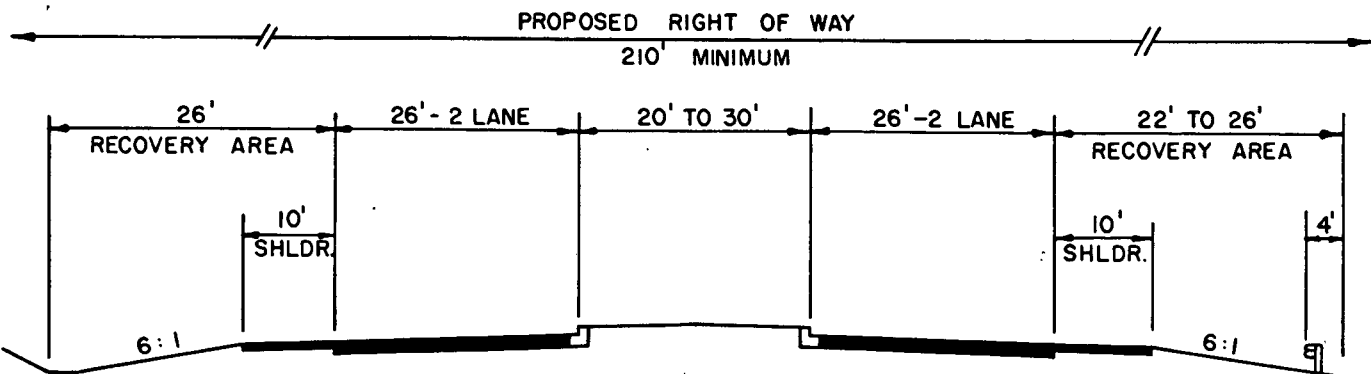
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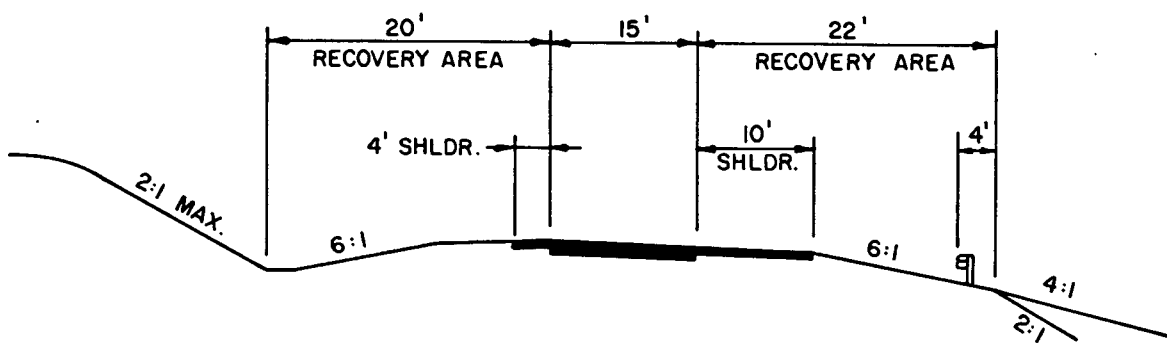
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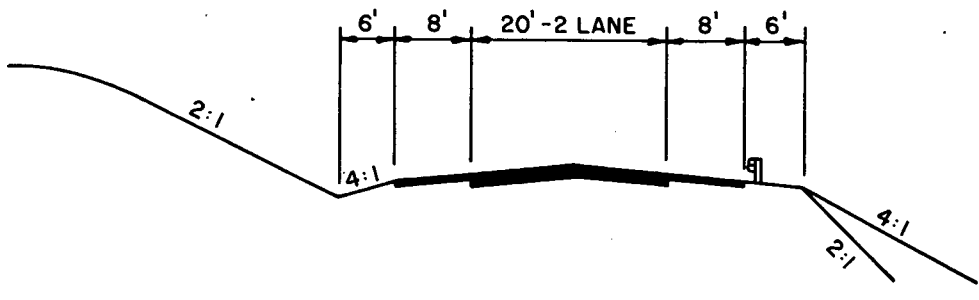


RELOCATED MD ROUTE 543
WIDENED MD ROUTE 7



OUTER INTERCHANGE RAMP

(RAMPS FOR INNER LOOPS WOULD BE CURBED ON THE INSIDE)



TOLL FACILITIES SERVICE ROAD

NOTE:

Dimensions Of All Roadways, Shoulders, Medians, Safety Grading Widths, Etc. Are Approximate And Are For The Purpose Of Determining Cost Estimates And Environmental Impacts, And Are Subject To Change During The Final Phase.

MARYLAND ROUTE 543/1-95 AND RELATED STUDIES
 Harford County, Maryland

TYPICAL SECTIONS
SELECTED ACTION
ALTERNATE 4

FIGURE 5

2. Service Characteristics

Traffic

The Harford County Master Plan (1977) anticipates over 85% of the growth in Harford County in the next 20 years to occur within the "development envelope". Of this, some 60 to 70% will be constructed within the study area. Future traffic volumes for the design year 2005 include Harford County's planned development. Average daily traffic volumes for each alternate, on sixteen separate roadway segments throughout the Study Area, are presented on Figure 6. This figure includes the volume/capacity ratio and level of service associated with each roadway segment. As evident, the average daily traffic volumes projected in the design year will be approximately the same regardless of the alternate selected. Levels of service will, however, change as a result of capacity improvements associated with each Build Alternate.

In addition to these roadway traffic data, AM and PM peak hour levels of service for the design year 2005 were calculated at several intersections throughout the study area. The results of this analysis are shown below:

<u>Intersection</u>	<u>Year 2005 AM/PM Level of Service¹</u>	
	<u>Alternate 3</u>	<u>Alternate 4</u>
o Md. 24 and Md. 755 (south of US 40)	E/E	F/F
o US 40 and Md. 755	B/D	C/E
o Md. 24 and Md. 7	E/E	F/F
o Md. 136 and Md. 7	B/B	A/A
o Riverside Parkway and US Rte. 40	B/D	B/B
o Md. 7 and US Rte. 40	F/F	E/F
o Md. 24 & Connection	D/D	-/-
o US Rte. 40 and Connection	B/C	-/-
o Md. 24 and Ramp 'A'	C/D	-/-
o Md. 24 and Ramp 'B'	C/C	-/-
o Md. 7 and Ramp 'A'	-/-	A/B

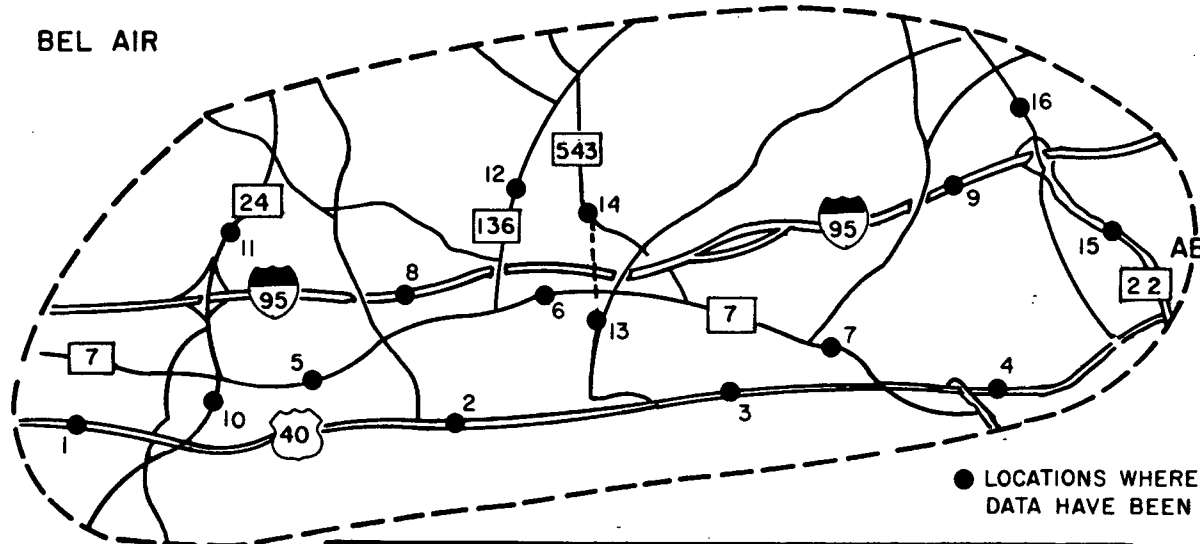
Year 2005 AM/PM Level of Service¹

<u>Intersection</u>	<u>Alternate 3</u>	<u>Alternate 4</u>
o Md. 543 & Ramp 'B' and 'C'	-/-	A/A
o Md. 543 & Ramp 'A' and 'D'	-/-	A/A
o Md. 543 and Md. 7	-/-	B/A

¹ Construction of both Selected Alternates 3 and 4 would result in slightly better levels of service than tabulated herein.

In response to the projected low levels of service along Md. Route 543 north of I-95 (location no. 14 on Figure 6), a special "mini-study" was conducted to evaluate capacity and safety measures for Md. Route 543 between James Run (north of I-95) and Md. Route 22. This study investigated pavement widening, addition of shoulders, removal of obstructions, and several site specific measures. Results of this study may be implemented by SHA's District forces or Harford County.

BEL AIR



● LOCATIONS WHERE TRAFFIC DATA HAVE BEEN PROJECTED

EDGWOOD

LOC.	1980		DESIGN YEAR 2005					
	AOT	V/C	ALTS. 1 & 2		ALT. 3		ALT. 4	
		L/S	AOT	V/C	AOT	V/C	AOT	V/C
1	28,000	.35 B	47,000	.59 C	45,800	.58 C	42,000	.56 C
2	19,400	.30 B	33,500	.52 C	32,650	.50 C	27,500	.42 B
3	16,500	.24 A	26,000	.42 B	26,000	.42 B	24,000	.36 B
4	18,450	.30 B	30,600	.53 C	30,600	.53 C	30,600	.44 B
5	9,000	.49 E	15,000	.99 E	15,000	.99 E	11,500	.78 E
6	4,400	.26 C	15,000	.65 D	15,000	.65 D	11,500	.57 D
7	5,050	.41 D	15,400	1.16 F	15,400	1.16 F	17,400	1.07 F
8	41,000	.25 A	64,000	.38 A	64,000	.38 A	80,500	.49 B
9	41,000	.25 A	64,000	.38 A	64,000	.38 A	67,000	.41 B
10	10,000	.62 D	33,000	.86 E	37,680	.49 B	31,000	.77 E
11	17,500	1.30 F	42,200	.37 C	42,000	.37 C	38,200	.34 C
12	3,000	.26 C	7,000	.46 D	7,000	.46 D	4,400	.28 C
13	850	.45 D	16,000	.40 C	16,000	.40 C	20,500	.26 C
14	2,200	.20 D	7,400	.56 E	7,400	.56 E	13,000	1.04 F
15	13,900	.34 C	22,000	.54 D	22,000	.54 D	22,000	.54 D
16	11,000	.27 C	18,300	.45 D	18,300	.45 D	17,300	.42 D

LEGEND

AOT - AVERAGE DAILY TRAFFIC IN VEHICLES/OAY (TWO-WAY)

L/S - LEVELS OF SERVICE

- "A" - BEST
- "E" - CAPACITY
- "F" - BREAKDOWN

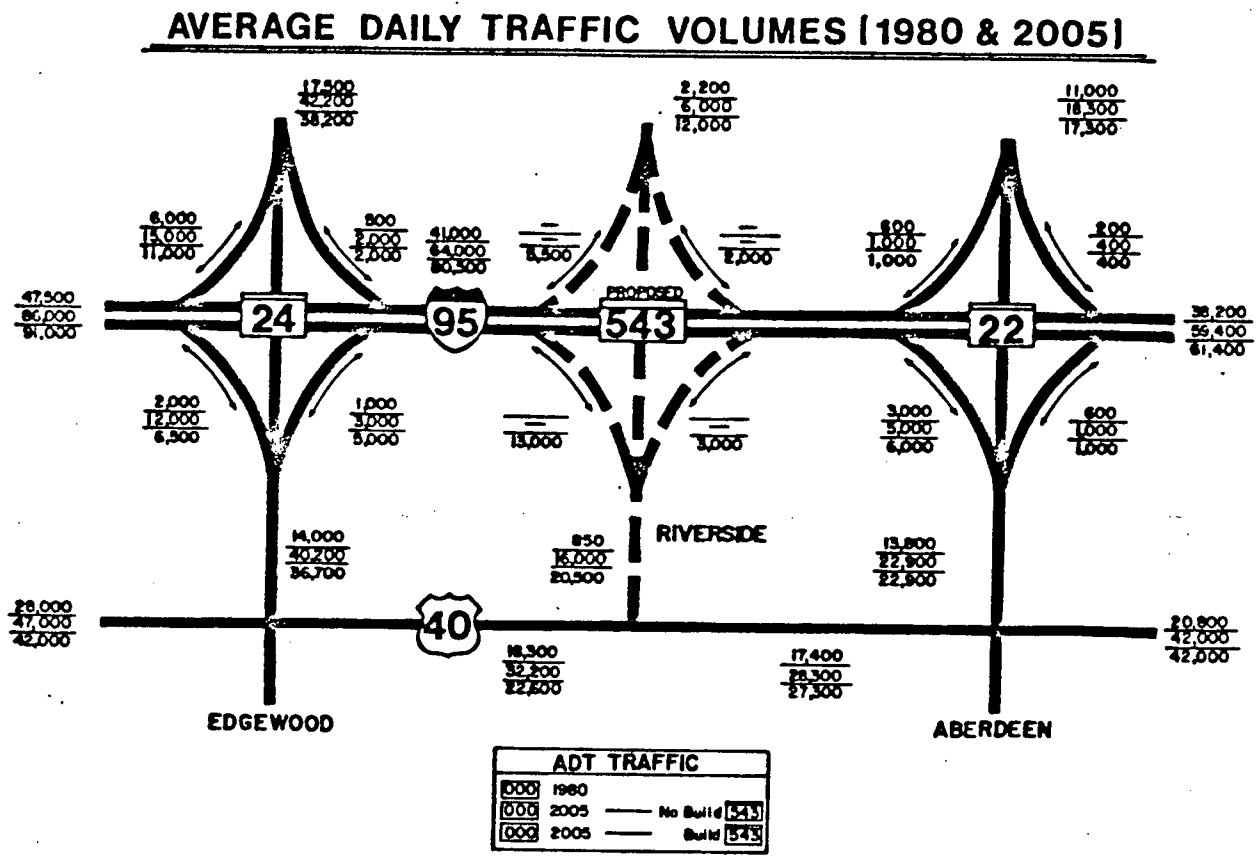
V/C - VOLUME/CAPACITY RATIO

MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Harford County, Maryland

EXISTING AND PROJECTED TRAFFIC DATA

FIGURE 6

As the community of Riverside continues to develop, the need for a direct connection to I-95 via Md. Route 543 becomes more important. As shown in the figure below, an interchange between I-95 and Maryland Route 543 would divert a considerable amount of traffic, generated by the Riverside development, from Maryland Route 24 and U.S. Route 40 to I-95. Without this connection, motorists would use the I-95 interchange at Maryland Route 24 (to travel toward Baltimore) or the I-95 interchange at Maryland Route 22 (to travel toward Wilmington, Delaware).



Safety

Selected Action - Alternate 3 - Alternate 3 proposes two important features which would reduce the potential for accidents: the dualization of Md. Route 24, between I-95 and Md. Route 755 at Edgewood, and separate left and right turn bays at the intersections of Md. Route 24 with both Md. Route 755 and Md. Route 7. This Alternate would also result in the diversion of traffic from Md. Route 755 south of U.S. Route 40, reducing the number of congestion related accidents at the Md. Route 755/U.S. Route 40 intersection.

Selected Action - Alternate 4 - Alternate 4 proposes the relocation of Md. Route 543 from south of James Run to Md. Route 7, and the construction of a diamond interchange between relocated Md. Route 543 and I-95. This Alternate would result in the diversion of traffic from the adjacent highways such as Md. Route 7 and U.S. Route 40, resulting in a reduction of accidents along these highways. Alternate 4 also proposes separate left and right turn bays at the Md. Route 543 intersection with the I-95 interchange ramps, and widening Md. Route 7 in the vicinity of the interchange to reduce congestion expected to result from increased traffic volumes.

3. Environmental Overview

An Environmental Assessment, summarizing the impacts of the alternates described on page III-4, was circulated to the appropriate agencies and individuals in September of 1982. The document was also made available for public review, prior to the Location/Design Hearing. The following section summarizes the potential impacts of the Selected Alternates - 3 and 4.

Relocation Impacts

No businesses or residences would be relocated by implementation of Alternate 3. Completion of Alternate 4, however, would require relocation of 7 occupied residences and 2 businesses.

The relocation of any individuals, families or businesses displaced by this project would be accomplished in accordance with the Uniform Relocation Assistance and Land Acquisition Policies Act of 1970 (Public Law 91-446), and would be affected in a timely and humane fashion.

Affect on Wetlands

No wetlands would be affected by implementation of Alternate 4. Completion of Alternate 3, however, would require removal of approximately 1 acre of non-tidal wetland.

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Impacts to these wetland areas are unavoidable because of the close proximity of these areas to Md. Route 24 (see Figure 2). While nearly all of these impacted wetland areas were created by construction of Md. Route 24, the taking of these wetland areas would be mitigated by development of new non-tidal wetlands of equivalent or greater acreage as would be taken for highway construction. On May 10, 1982, representatives of the State Highway Administration and the Maryland Department of Natural Resources examined low-lying land already owned by SHA around the Md. Route 24/U.S. Route 40 interchange. It was determined that sufficient suitable property is available at this location to replace all wetland that would be destroyed. Wetland replacement and/or other measures to mitigate potential impact on wetlands will be developed in cooperation with concerned federal and state agencies during later phases of this project. The wetland replacement was also discussed at the Inter-Agency Coordination Meetings held by the State Highway Administration on February 4, 1982 and October 19, 1982.

Wetland Finding: Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Affect on Floodplains

Implementation of Alternate 4 would not affect the 100 year floodplain. Completion of Alternate 3, however, would require 11.3 acres of floodplain encroachment with a loss of 21.25 acre feet of storage area.

Review of this involvement indicates that the predicted loss of storage volume in this 57 square mile watershed is insignificant when compared to the total storage area provided by the extensive 100 year floodplain and would not significantly increase floodwater elevations upstream or downstream of any proposed improvements. No areas of encroachment where the considerable probability of the loss of human life, the likelihood of future damage substantial in cost or extent, the disruption of an emergency or evacuation route, or significant adverse impact on the "natural and beneficial floodplain values" will occur. Adequate design technology is available and will be incorporated into the final design of Selected Alternate 3. Therefore, in accordance with FHPM 6-7-3-2, a floodplain finding is not required.

Affect on Historical Sites

Although the project area contains historic and archeological sites of potential National Register eligibility, neither alternative would impact any such site. Construction activities associated with Alternate 4 could approach an area of

archeological potential in the Harford Furnance Site. Although that area is beyond the limits of any proposed construction, the Division of Archeology of the Maryland Geological Survey recommended that, if improvements are implemented in this vicinity, it "be protected with fencing during construction and monitored by an archeologist to insure that no potential archeological resources are adversely impacted". If final design studies indicate potential encroachment into this vicinity, the suggestions of the Division of Archeology will be followed and close coordination with the Division and the State Historic Preservation Officer will be maintained.

Endangered Species

No effect (letters dated July 9, 1981 from U.S. Fish and Wildlife and Maryland DNR, reproduced in the Environmental Assessment).

Noise Impacts

Existing ambient noise levels were measured and year 2005 noise levels were predicted at 18 sensitive receptor locations in the study area. Based on an analysis using FHWA's Level 2 Traffic Noise Prediction Model, one receptor in the Alternate 3 area and two receptors in the Alternate 4 area are predicted to exceed Federal Noise Abatement Criteria. Because the roadways generating these noise levels are either non-access controlled or located in rough terrain, construction of wall type noise barriers to attenuate these noise levels does not appear to be feasible. Landscaping and portions of earth berms will be investigated during final design.

Air Quality Impacts

An air quality analysis of all project Alternates was conducted at 11 receptor sites using the EPA approved CALINE 3 air quality model. Based on this analysis, no violation of either the one-hour standard or eight-hour standard for CO are predicted to occur with any alternate under consideration for the year of completion (1985) or design year (2005).

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C. RECOMMENDATIONS

Following the Combined Location and Design Public Hearing (October 28, 1982), the Project Planning Team met on several occasions to review the comments received as a result of the Hearing and from circulation of the Environmental Assessment. During the January 25, 1983 meeting, the Team reviewed advantages and disadvantages of the alternates, including "revised" construction costs, traffic safety, access, and other environmental effects. As a result of that meeting, an Alternate at both Md. Route 24/U.S. Route 40 (Alternate 3) and Md. Route 543/I-95 (Alternate 4) is recommended. Traffic analyses have shown that these two areas function essentially separately. Further analysis shows that these areas would benefit in separate and different ways from improvements in their respective areas. Because of funding constraints, Harford County will be asked to select the location to be constructed first.

The Team's discussion at Md. Route 24 and U.S. Route 40 focused on the need to relieve traffic congestion at the Md. Route 755 and U.S. Route 40 intersection, the need to provide a direct, higher capacity connection between I-95 and U.S. Route 40 via Md. Route 24, and the desire to implement the construction with a minimum of adverse impacts on the natural environment, especially wetlands and floodplains. Each of the alternates was carefully reviewed, and elements offering poor levels of service or natural impacts (especially on wetlands) were deleted from further consideration. As a result, the Selected Action - Alternate 3 (see Figure 2) consists of a combination of the best elements of the three different Environmental Assessment alternates, as follows:

Description of Selected Action - Alternate 3

<u>Element</u>	<u>Taken From "EA" Alternate</u>	<u>Reasons For Selection</u>
Dualization of Md. Route 24	Alt. 3B-1	Mainline level of service, safety
Connection between Md. 24/US 40	Alt. 3A-2	4-lane connection needed to balance Md. 755
Ramp A (SB Md. 24 to WB US 40)	Alt. 3A-2	Relieves intersections and minimizes wetland impacts
Ramp B (NB Md. 24 to EB US 40)	Alt. 3A-1	Relieves intersections and minimizes wetland impacts
Intersection at Md. 755	Alt. 3B-1	Intersection level of service

For compatibility with other projects, Figure 2 also depicts Relocated Md. Route 24 north of I-95 (currently in final design) and the dualization of Md. Route 24 through the I-95 interchange. The limits of the Selected Action - Alternate 3 remain, however from south of I-95 to south of the Md. Route 755 intersection. As previously mentioned, Md. SHA will maintain continuing coordination with Md. TFA to ensure a consistent design through the I-95 interchange.

The Team's discussion at the Md. Route 543 and I-95 interchange focused on several factors, with preferences split among the three Environmental Assessment alternates. The following summarizes the critical factors considered by Team members:

- o extent of residential and business displacements, and configuration of resulting parcels of land;
- o interchange compatibility with the predominance of diamond interchanges along the balance of I-95 (the most important interstate route in Maryland, with the highest number of unfamiliar drivers);
- o access to Harford County's "development envelope";
- o effects on historic and farmland properties, and woodlands;
- o effects on Maryland Toll Facilities Maintenance Shop;
- o effects on utility relocations (AT&T and Baltimore City waterline); and,
- o construction costs.

The following summarizes the diversity of preferences for the three Environmental Assessment alternates:

SUPPORT FOR MD. ROUTE 543 INTERCHANGE ALTERNATES AT I-95

<u>Agency/Person</u>	<u>Basic interchange concept, without preference for Alternate or Option</u>	<u>Alternate*</u>		
		<u>4B-1</u>	<u>4B-2</u>	<u>4B-3</u>
Harford County County Executive (3/83)	Yes			1st
County Council (12/78)	Yes			
Planning & Zoning	Yes	2nd		1st
Md. House of Delegates, Harford County (11/78)	Yes			
Md. Dept. of Economic & Community Development (7/82)	Yes			
Public Comments offered at Combined Location/ Design Public Hearing Oct. 28, 1982	6-Yes	2-Yes		
Md. Toll Facilities	No			1st

* Alternate 4B-1 formerly Alt. 4B Option 1
Alternate 4B-2 formerly Alt. 4B Option 2
Alternate 4B-3 formerly Alt. 4B-1

Each of the interchange configurations and individual ramps were reviewed, and elements offering poor levels of service or adverse social impacts were deleted from further consideration. On the basis of this discussion, and several subsequent special interchange configuration studies, it became clear that the Selected Action for Alternate 4 would represent a combination and refinement of the previous Environmental Assessment alternates. The Selected Action - Alternate 4 consists of a full diamond interchange with I-95, elements of which were taken from the following EA alternates:

DESCRIPTION OF SELECTED ACTION - ALTERNATE 4

<u>Element</u>	<u>Taken From "EA" Alternate</u>	<u>Reasons For Selection</u>
Relocation of Md. Route 543	Common to all alts.	Required for new interchange
Dualization of Md. Route 543	Minimization of previous limits for all alts.	Mainline level of service
North diamond ramps	Alt. 4B	Avoid residential areas
Service Road to Md. TFA	Alt. 4B	Minimize residential encroachment
South diamond ramps	Alt. 4B-1	Interchange operations and safety
Relocation of Md. Route 7	Alt. 4B-1	Intersection spacing along Md. 543
Dualization of Md. Route 7	Minimization of Alt. 4B-1	Mainline level of service

As previously discussed, Md. SHA will maintain continuing coordination with Md. TFA concerning access to the Belcamp maintenance shop.

D. IMPLEMENTATION COSTS

Table 2 presents the implementation costs for the Selected Actions - Alternates 3 and 4, and compares these costs with the "revised" costs for the Environmental Assessment alternates. The revised cost estimates reflect lowered factored cost for "Design and Construction Overhead, Administration Overhead" (affected all alternates) and a corrected typical section for Md. Route 543 (affected only Alternates 4B Option 1, 4B Option 2, and 4B-1).

It is important to remember that these cost estimates are preliminary, and should be used primarily for comparative purposes. More detailed costs will be prepared during the Design Phase, incorporating updated unit prices, detailed cross sections and pavement sections, and bridge studies.

TABLE 2: MARYLAND ROUTE 543/I-95 AND RELATED STUDIES: COST COMPARISONS (millions 1982 \$)

	<u>INTERCHANGE ALTS. AT MD RTE 24/US RTE 40</u>				<u>INTERCHANGE ALTS. AT MD ROUTE 543/I-95</u>			
	<u>3A-1 Revised</u>	<u>3A-2 Revised</u>	<u>3B-1 Revised</u>	<u>Selected Action Alt. 3</u>	<u>4B Option 1 Revised</u>	<u>4B Option 2 Revised</u>	<u>4B-1 Revised</u>	<u>Selected Action Alt. 4</u>
Roadways	\$ 3.43	\$ 3.85	\$ 3.99	\$ 4.63	\$ 3.80	\$ 3.80	\$ 5.43	\$ 5.30
Bridges and Drainage Structures	2.65	2.23	2.83	2.43	1.73	1.67	1.67	1.67
Major Utility Relocations*	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1.06</u>	<u>0.51</u>	<u>1.14</u>	<u>1.14</u>
Subtotal	\$ 6.08	\$ 6.08	\$ 6.82	\$ 7.06	\$ 6.59	\$ 5.98	\$ 8.24	\$ 8.11
Right of Way, and Relocation	<u>0.00</u>	<u>0.12</u>	<u>0.00</u>	<u>0.16</u>	<u>0.61</u>	<u>0.64</u>	<u>0.89</u>	<u>0.84</u>
Subtotal	\$ 6.08	\$ 6.20	\$ 6.82	\$ 7.22	\$ 7.20	\$ 6.62	\$ 9.13	\$ 8.95
Design and Construction Engineering, Administrative Overhead	<u>1.12</u>	<u>1.12</u>	<u>1.23</u>	<u>0.90</u>	<u>1.56</u>	<u>1.43</u>	<u>2.00</u>	<u>1.96</u>
TOTAL ESTIMATED COSTS	<u>\$ 7.20</u>	<u>\$ 7.32</u>	<u>\$ 8.05</u>	<u>\$ 8.12</u>	<u>\$ 8.76</u>	<u>\$ 8.05</u>	<u>\$11.13</u>	<u>\$10.91</u>

* AT&T Coaxial Cable/Fiber Optics and 108" Susquehanna Waterline

III-23

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IV.
PUBLIC
HEARING
COMMENTS

IV. PUBLIC HEARING COMMENTS

Introduction

A combined Location-Design Public Hearing was held for this project on October 28, 1982 at the William Paca/Old Post Road Elementary School, Abingdon, Maryland. The purpose of that hearing was to summarize the engineering and environmental analyses and to receive public comments on this project. Approximately 140 persons attended this hearing, and eleven offered public comments for the Official Record. These verbal comments are summarized below and followed by responses to their statements or questions. A complete transcript of all comments made at the Hearing is available for review at the Bureau of Project Planning, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland. Written comments received at or subsequent to the Public Hearing are included in Part V of this FONSI.

Summary of Speakers Comments

1. Unidentified Speaker

This speaker noted that improvements to the Route 543 Interchange have been supported by the County Council and present administration for the past three years.

Response

No response to this comment is necessary.

2. Unidentified Speaker

"We hope this effort moves forward."

Response

No response to this comment is necessary.

3. Mr. Uri Avin, Harford County Office of Planning and Zoning

Mr. Avin stated that "Harford County sees the implementation of these interchanges under review tonight as a number one priority for interchange construction in the county." He noted that this project has been included in County Master Plans for over a decade, as well as being supported by "different County administrations, Economic Development agencies, Chambers of Commerce, Aberdeen Proving Ground". He also noted that the present County Council passed a special resolution in favor of the construction of the 543 interchange in December of 1981, and declared that both interchanges being studied are County priorities for reasons of economic development as well as improvement in traffic operations.

Response

No response to these comments is necessary.

4. Mr. Sivertsen, Harford County Office of Economic Development and the A.E.D.A.B. Economic Development Advisory Board

Mr. Sivertsen presented a supportive statement that is generally repeated in his letter reproduced in Part V-A of this FONSI.

Response

No response to these comments is necessary.

5. Mr. Hutson

This speaker noted that both Alternative 4B and 4B-1 propose removal of the existing bridge carrying Route 543 over I-95. This structure would be removed to allow for construction of a new off ramp from I-95 to westbound Route 543. He questioned the need to build this "awfully long off-ramp" at the cost of removing the existing bridge and causing adverse travel for some area residents. Mr. Hutson also asked what would be done with the two existing bridges that carry Route 7 over Bush Creek and James Run. He also referred to a previous zoning case that would require the developer of Holly Woods to fund improvements to Route 543, Stepney Road and Route 24 in this area, and asked how this fits into the current project.

Response

The following responses to Mr. Hutson's comments were given at the Public Hearing:

- The long off-ramp that would require removal of the existing Route 543 Bridge over I-95 is a function of national design standards for the Interstate Highway System. Construction of a ramp that would save the bridge would not meet these standards.

- The Route 7 bridges over Bush Creek and James Run are beyond the limits of this study and will be dealt with separately.

- The roadway improvements that will be required of the developer of Holly Woods have been deleted from the TSM recommendations previously made as part of this project.

6. Mr. Bob Hooper, Harford County Chamber of Commerce

Mr. Hooper expressed a preference for Alternate 4B with Option 1 (now Alternate 4B-1). He felt that this alternative would provide better access to proposed development areas.

Response

As discussed in Section III-C, the decision to not select this option was made on the basis of overall traffic service and consistency with other interchange configurations along I-95.

7. Mr. Cassilly, Harford County Chamber of Commerce

Mr. Cassilly also expressed a preference for Alternate 4B with Option 1 (now Alternate 4B-1) because it would allow eventual expansion of the proposed rural interchange into a full cloverleaf, if ever warranted in the future.

Response

See response to Mr. Hooper, above. In addition, the configuration of Option 1 (as well as the Selected Action) would not permit the construction of a full cloverleaf because of the lack of sufficient separation between I-95 and the interchange ramps.

8. Mr. Walker, Vice President of Special Projects for Flynn & Emerich Company

Mr. Walker noted that Flynn & Emerich has just completed a 4.5 million dollar expansion in the Riverside Business Park now under development. An important reason for their selection of this location was the transportation accessibility to be provided by improvements to I-95 at Route 543. He cited these improvements as "a critical and significant fact for future development".

Response

No response to these comments is necessary.

9. Mr. McGee, Director of Development for the Bata Land Company (Developer of the Riverside Project)

This speaker noted that the Riverside Development will provide jobs and a significantly expanded tax base. The transportation access that would be provided by Alternative 4B is vital to the selection of Riverside by incoming businesses, as well as providing adequate service for the future traffic volumes projected for this area.

Response

No response to these comments is necessary.

10. Mr. Woody Stark, Univeral Housing (Developer of Holly Woods)

Universal Housing strongly supports the "construction of any of the alternates of 543". Improvement of the 543 interchange is an integral part of the existing Master Plan and Comprehensive Zoning Plans, and would provide necessary access improvement for future residents of the proposed Riverside Development.

Response

No response to these comments is necessary.

11. William H. Cox, Jr., Harford County Delegate and Chairman of the Joint Committee To Oversee Department of Transportation Project Review for Harford County.

Delegate Cox stressed the need for citizen input on projects such as this one and encouraged those present to make themselves heard on this matter. He also expressed the regret of Delegate Riley (now State Senator Riley) that she could not attend this Combined Location/Design Public Hearing.

Response

No response to these comments is necessary.

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V.
CORRESPONDENCE

V. CORRESPONDENCE

Written comments received at or subsequent to the combined Location/Design Public Hearing (held October 28, 1982) for this project are reproduced on the following pages, followed by copies of responding letters from the State Highway Administration. For convenience, these responses are presented in the following categories, with the beginning page number referenced.

	<u>Page</u>
County Agencies	V-2
Members of the Public	V-4
Businesses ¹	V-19
Public & Private Institutions	V-23

¹ Because of the similarity of the six (6) business letters received, a single common reply was sent to each business. Only one of these response letters is reproduced herein. These six (6) businesses were Stephen E. Quick; PAR Joint Venture; Aberdeen Mobile Home Sales; Art Builders Inc.; Harford Mobile Village; and Lentz, Hooper, Jacobs & Blevins, P.A.



J. Thomas Barranger
County Executive

OFFICE OF ECONOMIC DEVELOPMENT

October 26, 1982

WILLIAM E. SIVERTSEN
Director



Maryland Department of Transportation

State Highway Administration

NOV 16 1982

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

RE: Contract No. H 805-151-471
Md. Route 543/I-95 Study

Mr. Lowell K. Bridwell, Secretary
Maryland Department of Transportation
P. O. Box 8755
BWI Airport, MD 21240

RE: Md. Route 543/I-95
State Contract No. H 805-151-471

Dear Mr. Bridwell:

The Economic Development Advisory Board of the Office of Economic Development at its monthly meeting on Tuesday, October 26, 1982, endorsed the Maryland Route 543/I-95 interchange as a necessary transportation improvement to assist existing development and to promote new industrial growth in this area of Harford County.

Harford County is uniquely situated, allowing overnight truck access to 30% of the nation's population and 34% of the nation's manufacturing establishments in twelve states. The 543/I-95 interchange is 33 minutes to the Dundalk Marine Terminal in the Port of Baltimore and 49 minutes to the Port of Wilmington. These factors were instrumental in locating Mercedes-Benz at Riverside. They are high in the minds of the site searchers who are now making the final decision to locate a 500,000 sq. ft. warehouse and distribution facility at Riverside or elsewhere, including other states.

In the Belcamp/western Aberdeen/Perryman area there is in excess of 2,500 industrially zoned acres including 389 acres for a proposed Enterprise Zone. The Town of Aberdeen is currently preparing an industrial development study with the State of Maryland (MICRF T.A. Grant No. HAR-2M) to expand economic development on 460+ acres.

Construction has started on the Route 715 Boothby Road bridge over ConRail. The 715/Rt. 40 bridge is funded and is scheduled for reconstruction in the early spring. These improvements will increase traffic generated by Aberdeen Proving Ground, particularly since the load limits will be removed.

The basic ingredients for economic growth in this part of the County are present: zoned land, partial but active development, availability, and other transportation facilities. What is needed is the final link--the 543/I-95 interchange--to make the area a viable economic growth center.

James W. Shaw, Chairman
Economic Development Advisory Board

William E. Sivertsen, Director
Office of Economic Development

29 COURTLAND WEST / BEL AIR, MARYLAND 21014 / (301) 838-6000 / 879-2000

"An Equal Opportunity Employer"

Mr. William E. Sivertsen, Director
Office of Economic Development
Harford County
29 Courtland West
Bel Air, Maryland 21014

Dear Mr. Sivertsen:

We are in receipt of your recent letter to Secretary of Transportation, Lowell K. Bridwell, which was hand delivered to the Project Manager at the recent Public Hearing for the Maryland Route 543 project. By copy of this letter, we are transmitting your letter to Secretary Bridwell.

Let me assure you that your support for this project will be considered when final recommendations are made. We are aware of the development noted in your letter and have considered master plans and land use plans while developing our traffic forecasts and other project specific data.

The Maryland Route 543/I-95 project has been funded only for completion of the planning study. The receipt of Location/Design approval will complete the Project Planning process. No further development phases are funded at this time.

We appreciate your support for this project and look forward to continued good working relations with Harford County.

Very truly yours,
Original signed by
M. S. Caltrider

M. S. Caltrider
State Highway Administrator

MSC:bk

cc: Sec. L. K. Bridwell (w/attach.)
Mr. H. J. McCullough (" ")
Mr. H. Kassoff
Mr. W. F. Schneider, Jr.
bcc: Mr. Jim Helm(w/attach.)

Prepared by: Mr. Jim Helm (659-1139)
Project Manager
Bureau of Project Planning on 11/15/82

My telephone number is (301) 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calver St., Baltimore, Maryland 21203 - 0717

V-2



HABERN FREEMAN
COUNTY EXECUTIVE



Maryland Department of Transportation
State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Assistant Secretary

March 14, 1983

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

February 22, 1983

Mr. Hal Kassoff
Chief, Bureau of Project Planning
and Programming
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21218

The Honorable Habern Freeman
Harford County Executive
45 South Main Street
Bel Air, Maryland 21014

Dear Mr. Freeman:

Re: Harford County Position on Recommended
Alternate for Route 543/I-95 Interchange

We have received your letter of February 22, 1983 which expresses the County's unequivocal support for Alternate 4B-1 as the preferred alternate for the Maryland Route 543/I-95 study. Please be assured that the County's position will receive full consideration when we make our final recommendations.

Dear Mr. Kassoff:

After reviewing the alternates proposed for the Route 543/I-95 interchange in the current SHA project planning study, we wish to state that Option 4B-1, the full diamond interchange, is quite unequivocally the County's preferred alignment.

This alignment would be the least confusing and "cleanest" operationally and on a par with others along the Interstate. The other alternates are unsatisfactory from an operations, planning and land use viewpoint.

We appreciate the smoothness and efficiency with which this study has been conducted and hope that, as in the past, our input will have weight in the decision making process.

We have had an excellent working relationship with your staff and look forward to maintaining this relationship as we conclude our study.

Very truly yours,

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

Sincerely,

Habern Freeman
Habern Freeman
County Executive

HK:cms

cc: Mr. Robert S. Lynch
Mr. Harold J. Hamilton
Mr. Harry J. McCullough (w/attach.)

bcc: Mr. J. L. White (w/attach.)
Mr. Wm. F. Schneider, Jr. "
Mr. David Wallace "

cc: Robert S. Lynch, Director
Department of Planning and Zoning
Harold J. Hamilton, Director
Department of Public Works

RECEIVED

MAR 1983

OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

3-4

19

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 3, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: WAYNE A. BLOTTENBERGER

PLEASE
PRINT

ADDRESS: 2411 CALVARY ROAD

CITY/TOWN: BELAIR STATE: MD. ZIP CODE: 21014

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

IF POSSIBLE I WOULD LIKE THE MINUTES
OF THIS MEETING.

PHONE 734-6103 TCO

V-4
*Result of safety - 6 deaths 136 residential safety
phone call by speed
No longer wants transcript*

Mr. Wayne A. Blottenberger
2411 Calvary Road
Bel Air, Maryland 21014

Dear Mr. Blottenberger:

Thank you for your compliments regarding the conduct of
the Location/Design Public Hearing.

Your concerns regarding the safety of Maryland Route 136
should be directed to:

Mr. Harry J. McCullough
District Engineer, District #4
State Highway Administration
2323 West Joppa Road
Brooklandville, Maryland 21022
Phone: (301) 321-3461

Your name will be added to the project mailing list.
Questions regarding the Maryland Route 543/I-95 Study may be
directed to the undersigned.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm
Project Manager

WFS:JH:ds

cc: Mr. Harry McCullough

I am currently on the Mailing List.

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

50

STATE HIGHWAY ADMINISTRATION/

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 3, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: Wayne Lambert

PLEASE
PRINT

ADDRESS: P O Box 155

CITY/TOWN: Abingdon STATE: MD ZIP CODE: 21007

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

Which areas will be most affected?

Who specifically will be relocated?

5-4

Mr. Wayne Lambert
P.O. Box 155
Abingdon, Maryland 21009

Dear Mr. Lambert:

I hope that your questions were answered at the Location/Design Public Hearing.

The areas affected are shown in the project brochure and were shown on the wall displays. As a practice we do not release the names of those who may be affected or who may be relocated. If you wish to know what the effects to your property might be, send us a plat of your property; we will mark the possible effects upon it and return it to you.

This project is not funded beyond our current phase.

As requested your name will be added to the project mailing list. If you have any additional questions, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm
Project Manager

WFS:JH:ds
cc: Mr. Harry McCullough (W/Attach.)
Mr. David Wallace " "

I am currently on the Mailing List.

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

My telephone number is 659-1139

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

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STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 4, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: FLORIAN K SVITAK

PLEASE
PRINT

ADDRESS: 1409 CALVARY ROAD

CITY/TOWN: ABINGDON STATE: MD ZIP CODE: 21009

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

1 IS THERE A REAL NEED FOR A 543/I95 (BATA) INTERCHANGE?

2 CONSIDERING THE PRESENT STATE OF THE INFRASTRUCTURE SYSTEM

WHY SHOULD WE BUDGET \$8 TO \$12 MILLION FOR A NEW PROJECT?

3 TO SAVE SOME DEVELOPMENT ON "PROJECTED POPULATION"

APPEARS TO BE RECKLESS & IRRESPONSIBLE. ALL ARE

AWAKE TO POPULATION GROWTH (SCHOOLS CLOSING ETC.)

THE ECONOMIC GROWTH OF THE COUNTY & STATE

4 WHY IS A 4 MILE DRIVE TO A I95 INTERCHANGE

CONSIDERED AN UNREASONABLE DISTANCE?

ISN'T THERE A DANGER OF BUILDING TOO MANY

INTERCHANGES THEREBY DESTROYING THE ENTIRE

CONCEPT OF AN INTERSTATE HIGHWAY SYSTEM?

5 IS IT NOT MORE VITAL TO CONSIDER BUILDING

AN OVERPASS CROSSING THE B&O RAILROAD TRACKS

AT BELCAMP & BUILD A SAFE INTERCHANGE

AT US 40 / BELCAMP?

I am currently on the Mailing List. - mult. resident *

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

Mr. Florian K. Svitak
1409 Calvary Road
Abingdon, Maryland 21009

Dear Mr. Svitak:

Thank you for your interest in the Maryland Route 543 project and the input you furnished on the return mailer. The project mailing list will be changed to show your correct name.

The need for highway improvements in the study corridor and the priority for implementing these improvements is the main goal of this study. To date no budgetary commitment beyond this study has been made.

One of the inputs to this study is traffic forecasts which are developed taking into account the future, planned use of land in the study area. These forecasts are used to locate areas of present and future congestion and are weighted heavily in determining impacts of alternate courses of action.

Access points along the Interstate Highway System are allowed at a minimum of two (2) miles. If an interchange were recommended at the conclusion of this study it would fall within the guidelines for access spacing.

As a condition for full development the Bata Land Company has agreed to construct a grade separation of the railroad and U.S. Route 40.

I am forwarding a copy of your comments to Mr. Uri Avin, Harford County Planning and Zoning. I am certain that he will provide a more comprehensive response to your concerns.

My telephone number is (301) 659-1139

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

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DEPARTMENT OF PLANNING AND ZONING

December 21, 1982

Guy W. Hager, AICP
Director

Mr. Florian K. Svitak
November 4, 1982
Page 2

1773
Habern Freeman
XXXXXXXXXXXX
A 1773 Date 1982

Mr. Florian Svitak
1409 Calvary Road
Abingdon, Maryland 21009

Dear Mr. Svitak:

We have received a copy of your comments referring to the proposed interchange at MD 543/I-95. The State Highway Administration has asked that we respond to items three and four of these comments.

All planning for future development and related infrastructure needs is based on population/household projections. These in turn are frequently based on employment projections. The County's consultants have recently completed several studies projecting these demands and related future population. These numbers are related to control totals set by and reviewed within the State Department of Planning and the Regional Planning Council.

With regard to future development, the Department of Planning projected a build-out of approximately 2000 dwelling units well within the 543/I-95 study area. This number represents the Department's estimate of what will likely be built over the next 25 years out of the total number of approved development plans for the area which exceed 6000 dwelling units. This kind of growth is very substantial, and ultimately means that there will be an entirely new major residential/employment center within the County.

In addition, 1500 acres in the study area have recently been zoned for industrial development, a portion of which have committed development plans. This clearly means an increase in our limited job-base in Harford County.

Access to this residential/employment area will overload existing roads (Route 7, Route 24 interchange, Route 22, Town of Aberdeen roads) unless the interchange is built. In fact, we believe that in the original Interstate plans, an interchange at this location was indicated.

While we agree that excessive interchanges along I-95 can threaten the interstate function, the present reality is that within the Baltimore Metropolitan area, I-95 is already serving work commute trips and will increasingly do so as other alternate State roads become more congested.

We would like to thank you for your comments and participation in the planning process.

Very truly yours,

Uri P. Avin, Deputy Director
Department of Planning and Zoning

UPA:JZ:emc

cc: James Helm, SHA
Jean Zamostry, P&Z

45 SOUTH MAIN STREET / BEL AIR, MARYLAND 21014 / (301) 838-6000 / 879-2000

Harry McCullough (12/23/82)
Dave Wallace "

Please feel free to contact us if you have additional questions.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By:
Jim Helm
Project Manager.

WFS:JH:bk

cc: Mr. Harry McCullough (w/attachment)
Mr. Uri Avin (w/attachment)
Mr. David Wallace (w/attachment)

V-7

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STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Brndweh
Secretary
M. S. Carriker
Administrator

November 5, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

PLEASE
PRINT

NAME: Joel Handler
ADDRESS: 4294 Phila Rd.
CITY/TOWN: Bel Air STATE: Md. ZIP CODE: 21014

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

8-4
My name is Joel Handler and I am 15 years old and the reason I am replying is because your plans are to take my house and I wish and pray to god you don't because my father is 57 years old and he lived in Baltimore city for 48 out of the 57 years he has been on this earth and we moved out here we had nothing and my father started our house for me and my brothers and sisters so we could have a place to live when we grow up. My father hasn't many years left on this earth and I pray to god you won't take this all away from him would you please consider another route I pray to god you will please reply
Thank you
Joel Handler

I am currently on the Mailing List.

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

SHA 61.3-9-35 (Rev. 10/10/79)

Mr. Joel Handler
4294 Philadelphia Road
Bel Air, Maryland 21014

Dear Mr. Handler:

I understand the concern which you have for your home and your father's peace of mind.

Based on the information which you provided us and our project records, we have located your property on the attached plans and indicated the effects in red. The effects of each alternate upon your dad's property are summarized as follows:

Alternate 4B, ramp option 1 requires your house and the property shown.

Alternate 4B, ramp option 2 has no effect to your property.

Alternate 4B-1 affects the back corner of your property as shown.

I want to emphasize that no final decisions have been made at this time. These plans are tentative and subject to change. We anticipate that recommendations regarding these alternates will be made within the next several months.

At this time there are no monies allocated for Design, Right of Way Acquisition, or Construction. Should monies become available for further work on this project at a later date, fair compensation will be provided for any land or houses which the State of Maryland needs to acquire. The enclosed copy of our brochure "Your Land and Your Highways" explains right of way acquisition procedures.

Your request that we consider another route will enter into our considerations when we make our final recommendations.

My telephone number is (301) 659-1139

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

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Mr. Joel Handlir
November 5, 1982
Page 2

Receipt of Location/Design Approval will allow identification of right of way requirements for the project by the State, local governments, and property owners. The ability of the County to reserve land for future construction through their planning and zoning procedures will determine, to some extent, the ability of the State Highway Administration to implement the proposed improvements, if funding becomes available.

As requested, your name has been added to the project mailing list. Via the project mailing list you will be kept informed of major project developments.

Should you have any further questions, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By: Jim Helm
Jim Helm
Project Manager

WFS:JL:bk
Attachments

cc: Mr. Harry McCullough (w/attachment)
Mr. Robert Tresselt (w/attachment)
Mr. Uri Avin (w/attachment)
Mr. David Wallace (w/attachment)

Note: The Selected Action - Alternate 4
does NOT displace this house. It
does, however, encroach on the
the back corner of the property.

THE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Catrider
Administrator

November 8, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Mr. and Mrs. Robert Robusto
4318 Philadelphia Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Robusto:

I understand the concern which you have for your home. Based on the information you provided us and our project records, we have located your property on the attached sketch and colored it red. Your property is affected in approximately the same way under all three build alternates in the Belcamp area. The plan shown is tentative and subject to change.

At this time there are no monies allocated for Design, Right of Way Acquisition, or Construction for this project. If you proceed with improvements to your property and this project advances at a later date, you will receive fair compensation for your home and any improvements which you have made upon it.

Receipt of Location/Design Approval will allow identification of right of way requirements for the project by the State, local governments, and property owners. The ability of the County to reserve land for future construction through their planning and zoning procedures will determine, to some extent, the ability of the State Highway Administration to implement the proposed improvements, if funding becomes available.

As requested, your name has been added to the project mailing list. Via the project mailing list, you will be kept informed of major project developments.

Should you have any further questions, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm, Project Manager

WFS:JWL:cms
Attachment

cc: Mr. H. McCullough (w/attach.) Mr. Uri Avin (w/attach.)
Mr. R. Tresselt " " Mr. D. Wallace "

My telephone number is 659-1159

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

NAME: ROBERT ROBUSTO

ADDRESS: 4318 PHILADELPHIA RD

CITY/TOWN: BELTIRE STATE: MD. ZIP CODE: 21014

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

SINCE WE ARE DIRECTLY IN THE PATH OF
FUTURE IMPROVEMENTS AND PLANS, WE WONDER JUST
HOW FAR WE SHOULD GO FOR IMPROVEMENTS ON OUR
DWELLING. CAN YOU PRESENT A GENERAL TIME
PERIOD BEFORE (AND IF) WE ARE FORCED TO BE
UPROOTED? WOULD IT BE POSSIBLE TO MAKE
TRANSACTIONS AS SOON AS POSSIBLE - RATHER THAN
BE IN DOUBT AS TO FUTURE PLANS FOR OUR HOMES?
THANK YOU FOR ANY INFO CONCERNING
THIS MATTER

MR. & MRS. R. ROBUSTO

I am currently on the Mailing List.

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

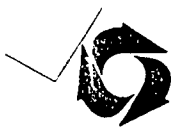
5/10

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Catrider
Administrator

November 15, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: PETER B. CASSILLY
ADDRESS: 2812 BELCAMP Rd
CITY/TOWN: ABERDEEN STATE: MD ZIP CODE: 21001

PLEASE PRINT

Mr. Peter B. Cassilly
2812 Belcamp Road
Aberdeen, Maryland 21001

Dear Mr. Cassilly:

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

Your support for Alternate 4B-1 is noted and will enter into our considerations when we make our final recommendation.

We have contacted the County regarding the development which you refer to on Carsins Run Road. Neither we nor they are aware of any impending development. Further questions or comments on this matter may be directed to:

Mr. Uri Avin, Chief
Long Range Planning
45 S. Main Street
Bel Air, Maryland 21014

As your name is on the project mailing list, you will be kept posted as to major project events. If you have other questions or comments, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By: Jim Helm
Jim Helm
Project Manager

WFS:JWL:bk

cc: Mr. Harry McCullough (w/attach.)
Mr. Uri Avin (" ")
Mr. David Wallace (" ")

My telephone number is (301) 659-1139

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

At the meeting on Oct 28th I found out that when they develop the land on Cassins Run Rd (which will probably be before the 543 interchange is built), that they want to widen Cassins Run Rd and Belcamp Rd to take care of this traffic. Instead of widening those roads and disrupting the quiet of the community why not have the developer spit the traffic directly to 136. Which makes more sense than coming down through the community. Then when the interchange is built it will be a more direct route from that development to 95. My views on 4B-1 of the 543 interchange are: I like it the way it is. I wish you had the money to start tomorrow. I live on Belcamp Rd between 543 and the 95 overpass.

I am currently on the Mailing List.
 Please add my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 22, 1982

RE: Contract No. H 805-151-471
Md. Route 543/I-95 Study

NAME: Edward J. Pouska

PLEASE PRINT ADDRESS: 1415 Calvary Road

CITY/TOWN: Abingdon, STATE: Md. ZIP CODE: 21009

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

I am opposed to Alternate 4. The business community wants Alternate 4 but

they are not the majority. What the business community and people want are

always two different things. We would not have all these developments if

the people had had their way. The airport at Aldino that got dropped is a case in point.

Alternate 4 would be using the public's money in order to enrich a

developer. The moneys instead should be spent on projects that benefit

a larger spectrum of the population without a developer involved.

Projects like most badly deteriorated roads, bridges and the train bottleneck in Baltimore that delays all trains in the Northeast corridor.

I wrote this letter to try to instill some reason and to present the other viewpoint.

Yours truly,

Edward J. Pouska
Edward J. Pouska

I am currently on the Mailing List.

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

Mr. Edward J. Pouska
1415 Calvary Road
Abingdon, Maryland 21009

Dear Mr. Pouska:

Thank you for your comments relative to the Maryland Route 543 project. Your opposition to Alternate 4 and your previously noted preference for the No-Build alternate will be considered when recommendations are made.

The State Highway Administration is studying this project at the behest of Harford County. The study is consistent with The General Development Plan (December, 1977) of the Regional Planning Council and the Harford County Master Land Use Plan and Map (May, 1977). It is also consistent with Harford County's recently adopted Comprehensive Zoning Maps (September, 1982) and with Harford County's proposed updating of the Master Sewer and Water Plan.

The purpose of this study is to consider Alternates for improving access to the growing industrial area along the I-95/U.S. 40 highway corridor in Harford County and the improvement of mobility to and from the existing and planned residential areas in the triangle of Bel Air, Aberdeen, and Edgewood. By copy of this letter we are requesting that Mr. Uri Avin, Harford County Planning and Zoning, provide you with more detailed information regarding the anticipated benefits of a build alternate.

Funds for repairing deteriorated roads and bridges are budgeted separate from funds for planning, design and construction of new facilities. It could be helpful to us, in developing future work programs, if you would send a list of deteriorated roads and bridges.

Problems with rail travel are beyond our jurisdiction, however, your concerns have been made known to the State Railroad Administration.

My telephone number is (301) 659-1139

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

SP

Mr. Edward J. Pouska
November 22, 1982
Page 2

You are on our project mailing list so you will continue to receive periodic status reports. Again, thank you for your interest and we are looking forward to receiving your list of deteriorated roads and bridges.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By: Jim Helm
Jim Helm
Project Manager

WFS:JH:bk

cc: Mr. Harry McCullough (w/attach.)
Mr. Uri Avin (w/attach.)
Mr. Robert Shreeve (w/attach.)
Mr. David Wallace (w/attach.)

STATE HIGHWAY ADMINISTRATION.

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Catzfelder
Administrator

November 26, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95 Study

1982 NOV 24 PM 3 01
STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

NAME: Thomas T. Scott Sr.

PLEASE PRINT

ADDRESS: 120 Peachtree Road

CITY/TOWN: Ocean City STATE: Md. ZIP CODE: 21842

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

As owners of the property at 4326 Philadelphia Road, Bel Air, Md. 21014 we feel that Alternate 4 B (option #2) should be built as soon as possible.

Water + Sewer Service would be a great improvement to our neck of the woods too!

Alternate 4B Option #2 would be the quietest, cheapest to build and would protect the property ^{Rights} on the north side of Route #7.

Sincerely
Thomas T. Scott Sr.
Margaret E. Scott
120 Peachtree Road
Ocean City, Md. 21842

I am currently on the Mailing List.
 Please add my/our name(s) to the Mailing List.

Mr. Thomas T. Scott, Sr.
120 Peach Tree Road
Ocean City, Maryland 21842

Dear Mr. Scott:

Thank you for your interest in the Maryland Route 543 project as expressed in the return mailer which we recently received. Your position favoring alternate 4B (Option 2) will be considered when making final recommendations.

As discussed in our August 26, 1982 letter, we suggest that you contact Mr. Ken Etchison, Harford County Department of Public Works, 23 North Main Street, Bel Air, Maryland 21014.

If we can be of additional service, do not hesitate to contact us.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm
Project Manager

WFS:JH:cms

cc: Mr. Harry McCullough (w/attach.)
Mr. Ken Etchison " "
Mr. Uri Avin " "
Mr. David W. Wallace " "

My telephone number is 659-1139

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

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THE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 26, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: MIR & MRS CHARLES E. SMITH

PLEASE
PRINT

ADDRESS: 2030 CALVARY ROAD

CITY/TOWN: BEL AIR STATE: MD ZIP CODE: 21014

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

We have attended all of the public hearings related to the 543/I-95 study in order to become informed. We feel that this interchange is vital to the growth of Harford County. This is the best effort supported by the county to encourage industry for Harford County.

We strongly support the alternate (4B-1). We feel this is a much better designed choice to meet the needs of the current traffic flow and future needs.

We hope that funding will soon be available to fund this project.

Mr. & Mrs. Charles E. Smith
2030 Calvary Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Smith:

Your support for Alternate 4B-1 is noted and will enter into our considerations when we make our final recommendation.

At this time there are no monies allocated for Design, Right of Way Acquisition, or Construction for this project.

Via the project mailing list, you will be kept informed of major project developments. If you have any further comments, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

By: *Jim Helm*
Jim Helm
Project Manager

WFS:JWL:bk

cc: Mr. Harry McCullough (w/attach.)
Mr. Uri Avin (w/attach.)
Mr. David Wallace (w/attach.)

I am currently on the Mailing List.

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

101

STATE HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

Location/Design Public Hearing
William Paca/Old Post Road
Elementary School
October 28, 1982



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

November 29, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

NAME: Arthur E. + Debra E. Conley

PLEASE
PRINT

ADDRESS: 3136 Nova Scotia Rd

CITY/TOWN: Bel Air STATE: MD ZIP CODE: 21014

We wish to comment or inquire about the following aspects of this project.

1- We are in favor of an interchange between I-95 and
Rt. 543. It is very difficult to see what actual roads
are involved in the two options (4-B + 4-B1) using
the maps in the Public Hearing publication. If
possible, please send us an enlarged map showing
what will probably be done in this area if the
project is approved and funded. Also please send us
a copy of the transcript from the hearing/meeting of
Oct. 28, 1982 when it's available. My husband and I
wanted very much to be at this meeting but we
had a deadline to meet in building our house
and had to stay home to work on it.

Thank you
Mr. + Mrs. A.E. Conley

Mr. and Mrs. Arthur E. Conley
3136 Nova Scotia Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Conley:

Your support for an interchange in the Belcamp area is noted
and will enter into our considerations when we make our final
recommendation.

With reference to our recent phone conversation, it is my
understanding that you no longer desire a large scale map of the
project alternates or a copy of the public hearing transcript.
I am certain that Mr. Uri Avin, Harford County Planning and Zoning,
would be able to review the project alternates with you. You may
contact him in Bel Air at telephone number 879-2000 extension 324.

As requested, your name has been added to the project mailing
list so you will receive notification of future project activities.

If you need additional information, do not hesitate to con-
tact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm
Project Manager

WFS:JH:cms

cc: Mr. Harry McCullough (w/attach.)
Mr. Uri Avin " "
Mr. David Wallace " "

I am currently on the Mailing List.

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

SHA 61.3-9-35 (Rev. 10/10/79)

My telephone number is 659-1139

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-482-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

107

November 30, 1982

Mr. Henry J. McCullough
District Engineer, District #4
State Highway Administration
2323 West Joppa Road
Brooklandville, Md. 21022

Dear Mr. McCullough:

With this letter is a photocopy of a part of SHA Drawing No. 26, Interchange at I 95 and Relocated Md. 543. Ownership of the property identified as the O'Neil-Dickson House is in my name. Early this year my wife, son and I started Country Garden Center, Inc. on the property. By May we had over 2000 shrubs and trees in our retail sales area and had started a nursery and orchard planting plan that will ultimately utilize over one-half of the property.

A reliable, ample source of water is required for the business and we decided to proceed because of the small springs about 400ft. south of the house that hardly diminished in flow even during the driest weather in our nine years on the property. We positioned the first storage pond as shown on the photocopy to catch the flow from the small springs and plan to terrace another storage pond below it as our needs for water increase. The topography is nearly ideal for a great deal of irrigation water to work its way back to the ponds by way of the springs. The plan received a good test during the dry spell this past summer and will take care of our ultimate needs.

Judging from some measurements we have taken, the right of way line through our property for relocated Md. 543 will conflict with our plans for the second storage pond. It is rather certain that the additional pond will be of considerable economic value to us and to lose it entirely or have the size restricted would be an economic loss we want to avoid.

Relocating the right-of-way line about 30 ft. to the west would preserve, intact, the natural site for the additional pond. Fortunately, it appears this could be done without altering the right-of-way line on the adjacent property by centrally locating the traffic lanes within the reduced right-of-way width.

Will you or one of your representatives contact me for an appointment for an on site inspection with me of our plans for an additional pond so your office can be more clearly informed of our concerns. Also, please acknowledge in writing the receipt of this letter so our records will show that it has reached your attention.

cc. Mr. T. Carroll Brown, Esq.
200 S. Main
Bel Air, Md. 21014

Sincerely,
Walter W. Sheridan
Walter W. Sheridan
2800 Creswell Rd.
Bel Air, Md. 21014

RECEIVED
DISTRICT 4

DEC 8 1982

STATE HIGHWAY ADMINISTRATION



Maryland Department of Transportation

State Highway Administration

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

January 19, 1983

MEMORANDUM

TO: Mr. Harry McCullough
Metropolitan District Engineer
District #4

FROM: Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

SUBJECT: Contract No. H 805-151-471
Maryland Route 543/I-95 Study
Walter W. Sheridan Property

We have responded to your request for us to meet with Mr. Walter W. Sheridan.

We have visited Mr. Sheridan and conducted an inspection of his property. From our viewpoint, it appears that arrangements can be made during Final Design to ensure that our plans do not adversely impact the water impoundment area on Mr. Sheridan's property. Notation will be made on the environmental checklist for the project.

Let us know if additional follow through is needed.

by: *Jim Helm*
Jim Helm
Project Manager

WFS:JH:cms

cc: Mr. Ron Spalding (w/attach.)
Mr. Edmond Wright " "
Mr. Louis H. Ege, Jr. " "
Mr. David W. Wallace " "
Mr. Walter Sheridan

My telephone number is 659-1139

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

V-17

63

December 17, 1982

Re: Contract No. II-805-151-471
Md. Rte. 543/I-95 Interchange

Mr. Walter W. Sheridan
2800 Creswell Road
Bel Air, Maryland 21014

Dear Mr. Sheridan:

This is to acknowledge receipt of your letter of November 30, 1982, concerning the impact of the proposed planning of the subject project on your property.

The State Highway Administration, Office of Planning and Preliminary Engineering, Bureau of Highway Planning & Program Development are responsible for the project planning for the project.

By a copy of this letter to Mr. James Helm, Project Coordinator, I am requesting his contacting you to review your concerns.

Very truly yours,

Harry J. McCullough
Metropolitan District Engineer

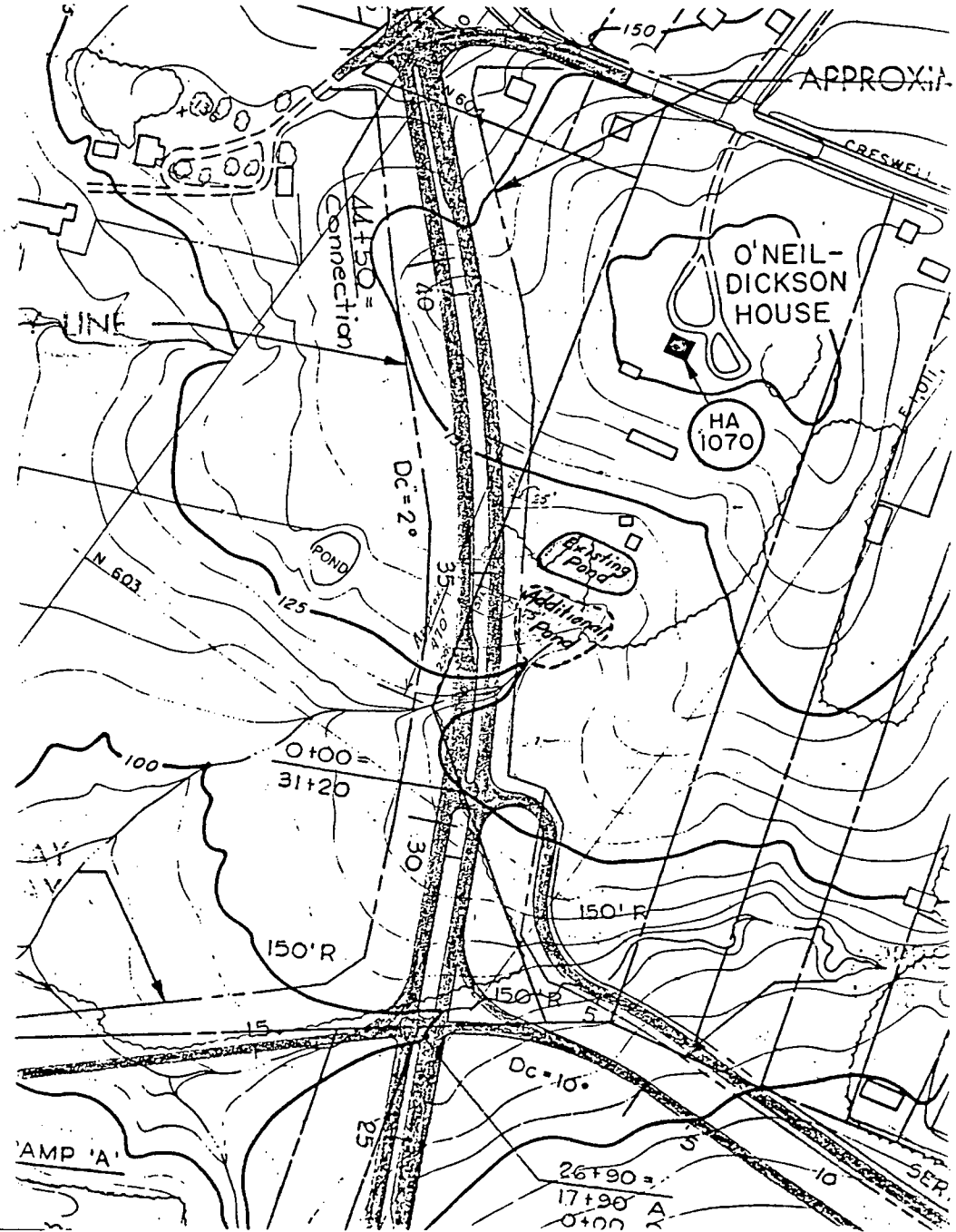
HJM:kh

cc: Mr. J. Helm (att) ✓
Dave Wallace 11/3/83 (w/attach)

STATE HIGHWAY
ADMINISTRATION
BUREAU OF HIGHWAY
PLANNING

1983 JAN 3 PM 1 31

321-3461





Maryland Department of Transportation

State Highway Administration

L. Glenn A. Bridwell
Secretary
M. S. Gardner
Administrator

STEPHEN E. QUICK
2719 PULASKI HIGHWAY
EDGEWOOD, MARYLAND 21040
(301) 676-4100

December 1, 1982

RE: Contract No. H 805-151-471
Maryland Route 543/I-95
and Related Studies

November 12, 1982

Mr. Stephen E. Quick
2719 Pulaski Highway
Edgewood, Maryland 21040

Dear Mr. Quick:

We are in receipt of your letter supporting construction of an interchange between Maryland Route 24 and U.S. Route 40.

Your position will be considered when we make a final recommendation.

So that you will be kept abreast of major project developments, we have added your name to the project mailing list. If you have any further comments or questions, please do not hesitate to contact me.

Very truly yours,

Wm. F. Schneider, Jr., Chief
Bureau of Project Planning

by: Jim Helm
Jim Helm
Project Manager

WFS:JWL:cms

cc: Mr. Harry McCullough (w/attach.)
Mr. Uri Avin "
Mr. David W. Wallace "

My telephone number is 659-1139

Teletypewriter for Impaired Hearing or Speech
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P.O. Box 717 / 707 North Calvert St. Baltimore, Maryland 21203-0717

155

1982 NOV 15 10 48 25

STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING

Mr. James Helm, Project Manager
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Helm,

I have reviewed your proposal for the Maryland Rt. 24 and U.S. Rt. 40 Interchange in Edgewood, and I support the ideal for a new interchange in this area. I own a 60 acre tract of land near this proposed interchange which is zoned L1 and B-3. With a constant increase in this area of development the intersection of Rt. 755 and U.S. 40 is becoming increasingly inadequate to handle the traffic flow. This proposed interchange at Rt. 24 and Rt. 40 would be a real asset to this fast growing area.

Thank you for your attention.

Sincerely,

Stephen E. Quick
Stephen E. Quick

SEQ/das

61-A

RAR Joint Venture

SHOPPING CENTER DEVELOPERS

November 12, 1982

Mr. James Helm
Project Manager
Bureau of Project Planning
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21201

Re: Proposed Interchange at U.S. 40 and
Maryland Route 24 - Edgewood,
Harford County, Maryland

Dear Mr. Helm:

We are the owners of the Ames-Edgwood Shopping Center located on
Route 40 between Route 24 and Route 152 in Harford County. It has
come to our attention that the State Highway is considering the
construction of an interchange between Routes 40 and 24.

Please be advised that we think this interchange would be of
substantial benefit to the merchants located not only in our
shopping center, but also the other retail facilities located in
this area.

Yours truly,

Robert C. Levin

Robert C. Levin
Partner

RCL/aw

cc: Ms. Jean Zamostny

1982 NOV 15 AM 8 23

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

ABERDEEN MOBILE HOME SALES

2711 Pulaski Highway
Edgewood, Maryland 21040

1982 NOV 15 AM 8 23

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

November 12, 1982

Mr. James Helm, Project Manager
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Helm,

It has been brought to my attention that you propose a new
interchange at Maryland Rt. 24 and U.S. Rt. 40, this project
certainly has my wholehearted support. As a businessman in the
area this new interchange would be a great asset whereas mobile homes
being moved could much easier use this interchange to reach I-95,
Bel Air and northern parts of the County. The present intersection
at Rt. 755 and Rt. 40 has long since been outdated. I feel the new
interchange would be of real value to businessmen and residents
of the entire County.

Your attention in this matter is appreciated.

Sincerely,

Raymond Warfield

Raymond Warfield

RW/das

10/9

V-20

ART BUILDERS, INC.

One Bel Air South
P. O. Box 971
Bel Air, Md. 21014
Telephone: 838 9500
Direct Line from Balto.
Telephone 879-9090



HARFORD MOBILE VILLAGE

P.O. BOX 15001 • BALTIMORE, MARYLAND 21208

November 12, 1982

November 22, 1982

Mr. James Helm, Project Manager
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Mr. James Helm, Project Manager
Bureau of Project Planning
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Re: Maryland Rt. 24 & US Rt.40
Interchange Edgewood,
Harford County, Maryland

Re: State Highway Administration - Proposed
Interchange Construction Located at
MD 24/US40

Dear Mr. Helm:

Dear Mr. Helm:

I have reviewed your alternatives for this particular project and support the State's position for a new interchange at this location. Both from my daily travels and being a land developer in this area, I have observed unique traffic patterns occurring due to the lack of an interchange at this location. By unique traffic patterns, I mean that many illegal "U" turns are being made at various cross-overs in order to avoid delays at the intersection of 755 and US 40. The alternatives proposed by the state in your report would help alleviate this problem as well as give access to lands that now have facilities for development of industry. This would obviously enhance the tax base sorely needed in Harford County. I trust this project will be done as part of the all over construction of Maryland Rt. 24 from Bel Air to the J.F. Kennedy Expressway.

We would like to advise you of our support for the above referenced proposed interchange.

We presently own and operate a 400 unit mobile home park at the intersection of Paul Martin Drive and Route 40 in close proximity to the proposed interchange. We are contemplating various additions to this project to eventually bring the total number to over 700 units.

The proposed interchange would greatly facilitate the traffic flow in our immediate trading area.

Thank you for this opportunity to comment on this project.

Sincerely,

HARFORD MOBILE VILLAGE

Michael Weinman
Michael Weinman

Sincerely,

ART BUILDERS, INC.

Norman L. Ray
Norman L. Ray
Executive Vice President

MW:ecl

V-21

NOV 15 6 51 8 25

STATE HIGHWAY
ADMINISTRATION
PROJECT PLANNING

NLR:pmg

167

LENTZ, HOOPER, JACOBS & BLEVINS, P. A.

ATTORNEYS AT LAW
FIFTH FLOOR

TWO TWENTY-TWO ST. PAUL
BALTIMORE, MARYLAND 21202

430 686-8718

HARFORD COUNTY OFFICE
125 N. MAIN STREET
HARFORD, MARYLAND 21184
PHONE 770-9618

BOWTOWN CENTER DRIVE
JOPPA, MARYLAND 21085
PHONE 679-4131

CAMBERLIN OFFICE
400 EAST CENTER
CAMBERLIN, MARYLAND 21024
PHONE 226-9950
BALTIMORE PHONE 226-9718

1932 NOV 25 AM 9:50

RECEIVED
PROJECT PLANNING
November 23, 1982

JOSEPH F. LENTZ, JR.
WILLIAM H. HOOPER, JR.
RICHARD H. JACOBS
JOHN F. BLEVINS

RICHARD H. KELLER
H. WAYNE NOHMAN, JR.
CYNTHIA A. REED
F. GEMMORY RICHMOND
PATRICK P. SPICER

JEROME H. MURPHY
OF COUNSEL

MURKIN M. HOFFMAN
FACSIMILE

Bel Air

PLEASE REPLY TO OFFICE

Mr. James Helm, Project Manager
Bureau of Project Planning
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Helm:

I am writing this letter to you to express my concern and support for the State's construction of a direct access from Maryland Route 24 onto U. S. Route 40 in the Edgewood area of Route 40. I have an interest in a piece of property very close to that area, and have represented the interests of Equitable Trust Company in that property during the comprehensive rezoning, and feel that not only would the traffic situation be better and safer, but it would tend to increase property values and make development of the Route 40 corridor in the area of Edgewood more desirable.

The piece of property about which I have spoken earlier in this letter is 1710 Pulaski Highway, which is just south of the Edgewood traffic light at Maryland Route 754.

I would very much appreciate any assistance you could give in seeing that this direct access ramp from Maryland Route 24 onto U. S. Route 40 can be constructed.

Very truly yours,

John F. Blevins
JOHN F. BLEVINS

JFB/vcp

V-22

108



Eastern Christian College

P. O. Box 629

BEL AIR, MARYLAND 21014

1-301-734-7727 or 1-301-879-9300



Maryland Department of Transportation

State Highway Administration

December 3, 1982

Lowell K. Bridwell
Secretary
M. S. Caltrider
Administrator

RE: Contract No. H 805-151-471
Maryland Route 543/1-95 Study

November 1, 1982

Harry J. McCullough, District Engineer
State Highway Administration
District 4 Office
2323 West Joppa Road
Brooklandville, MD 21022

Dear Mr. McCullough:

In attendance at the "Combined Location/Design Public Hearing" on MD Route 543/1-95 on Thursday, October 28, at the William Paca Elementary School were several residents and interested parties whose interest begins where the current study ends. I write of those that live on Route 543 beyond the Bren Mar Park going northwest toward Route 136.

Although I am not an official spokesperson, I want to share a few gleaned thoughts for the official record. The placement of a new interchange on I-95 to give better access to Route 543 is viewed as a positive move and the implications for economic development are greatly desirable. The concern of those who live on Route 543 is the congestion that will be thrust upon an unimproved Route 543 beyond the Bren Mar Park. Specifically, the James Run Bridge, the already hazardous intersection at Goat Hill Road and the intersection at Route 136. Your own study reveals an increase of vehicular travel from the current 2,200 vehicles per day to 13,000 in the year 2005 with the new Route 543/1-95 interchange. Such volume would create hazardous conditions along the indicated unimproved stretch of Route 543.

Speaking for Eastern Christian College, we are excited about the improved access to our campus that would result from the construction of the Route 543/1-95 interchange. The increase in vehicular traffic would make our campus more visible to the public. However, we believe some attention must be given to the implications for this section beyond the project area.

Thank you for receiving these comments.

Sincerely,

Jeffrey E. Bullock
Jeffrey E. Bullock
President

JEB/jmf

Jeffrey E. Bullock - President

RECEIVED
DISTRICT 4

NOV 3 1982

STATE HIGHWAY ADMINISTRATION

Mr. Jeffrey E. Bullock
President
Eastern Christian College
P.O. Box 629
Bel Air, Maryland 21014

Dear Mr. Bullock:

Thank you for your recent letter to Mr. Harry McCullough expressing your general support for construction of an interchange between I-95 and Maryland Route 543.

The James Run Bridge has been identified for replacement at a future date. At the time of construction, the alignment of Maryland Route 543 will be improved in the immediate area of the bridge.

Operations problems along Maryland Route 543 will be identified and monitored. When improvements are warranted, they could be addressed in our Special Projects Program or by other means.

Again, thank you for your interest in the Maryland Route 543 project. If I can be of further service, do not hesitate to contact me.

Very truly yours,

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

HK:cms

cc: Mr. Earle S. Freedman (w/attach.)
Mr. Harry McCullough " "
Mr. Wm. F. Schneider, Jr. " "
Mr. Jerry White " "
Mr. David W. Wallace " "

My telephone number is 659-1110

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

V-23

69

E. EFFECT ON NOISE LEVELS

1. Introduction

The existing noise environment of the Maryland Route 543/I-95 study area has been analyzed, and future noise levels with both the No-Build and Build Alternates have been predicted using the Federal Highway Administration's (FHWA) LEVEL 2 Traffic Noise Prediction Model. These studies are summarized in this section. Reviewers who are interested in additional information should consult the Technical Noise Report, entitled Noise Impact Analysis for the Maryland Route 543/I-95 Study from Maryland Route 24 to Maryland Route 22 in Harford County, Maryland (dated April 1982), available for review at the Bureau of Project Planning, State Highway Administration, 707 N. Calvert Street, Baltimore, Maryland.

The standards which stipulate noise levels applicable for the study area highways are contained in the Federal Highway Administration's Federal-Aid Highway Program Manual (FHPM 7-7-3). This document presents maximum noise levels for various types of land uses. Because the existing land in the areas adjacent to the alternates consists of residential development, farm and pasture land, the applicable FHPM 7-7-3 land use category is "B", for which the maximum (L_{10}) exterior noise level is 70 dBA.

2. Ambient Noise Levels

Existing ambient noise levels were measured at 18 sensitive receptor locations selected to provide a reasonable noise sample of land use types throughout the study area. The location of these sites is shown on Figure IV-2. These measurements, which involved taking numerous individual noise measurements over a ten to thirty minute period, were made on Tuesday, February 16, 1982, between 9:25 AM and 2:25 PM, or Tuesday, February 23, between 10:25 AM and 1:05 PM. From these individual measurements, an overall representative sound level was determined. That sound level, called the L_{10} noise level, represents a noise level in decibels that is exceeded 10% of the time, and has been shown to be a good approximation of noise levels perceived by the human ear. The measured L_{10} noise levels determined for each of the eighteen monitoring sites, given in Table IV-2, range from 47 to 73 decibels (dBA).

3. Predicted Noise Levels

Future exterior L_{10} noise levels were predicted using the FHWA LEVEL 2 Traffic Noise Prediction Model. Exterior L_{10} noise levels were predicted at each of the eighteen sensitive receptor locations for the design year 2005 for the No-Build and Build Alternates. Traffic volumes used to predict the 2005 L_{10} noise levels were "worst-case" volume-speed combinations in terms of noise generation.

SITE NO.	DESCRIPTION	DIST. TO CENTERLINE OF NEAREST ROADWAY (FT)	1982 MEASURED L ₁₀ dBA AMBIENT NOISE LEVEL	FEDERAL DESIGN NOISE CRITERIA L ₁₀ dBA	DESIGN YEAR 2005 PREDICTED L ₁₀ dBA NOISE LEVELS		
					² NO-BUILD & TSM	² ALT. 3	² ALT. 4
1	Trailer Park Along Eastbound Lanes Of U.S. Rte. 40	200' (U.S. 40)	73	70	67	68	67
2	Residence On Hilltop Ave. Adjacent To U.S. Rte. 40	200' (U.S. 40)	53	70	67	68	67
3	Residence Adjacent To The Beta Factory South On U.S. Rte. 40	400' (U.S. 40)	59	70	64	64	64
4	Residence on Mitchell Rd. South Of U.S. Rte. 40	200' (U.S. 40)	65	70	67	68	67
5	Swimming Pool Along Riverside Parkway In Riverside Community	200' Riverside Pkwy	51	70	65	66	65
6	Residence On Creswell Rd. North Of Md. Rte. 7	150' (Md. 7)	57	70	64	63	64
7	Residence On Md. Rte. 7 West Of Md. Rte. 136	150' (Md. 7)	63	70	65	64	64
8	Old Post Rd. Elem. School & Paca Elem. School On Md. Rte. 7	150' (Md. 7)	59	70	63	63	62
3-1	Residence At 910 Edgewood Rd. (Md. Rte. 755)	75' (Md. 755)	73	70	66	66	NA
3-2	Motel Edgewood On U.S. Rte. 40 (Air Conditioned)	100' (U.S. 40)	73	70	73	74	NA
3-3	United Presbyterian Church Md. Rte. 24/Md. Rte. 7 Intersection	165' (Md. 24)	59	70	65	68	NA
3-4	Residence On Willow Oak Court Adjacent To Md. Rte. 24	200' (Md. 24)	65	70	62	68	NA
4-1	Residence On Md. Rte. 7 East Of Proposed Ramps	150' (Md. 7)	65	70	68	NA	70
4-2	Residence On Md. Rte. 7 West Of Belcamp Rd.	110' (Md. 7)	61	70	68	NA	70
4-3	Residence On Belcamp Rd. North Of Md. Rte. 7	65' (Belcamp Rd.)	61	70	73	NA	71
4-4	Trailer Home On Md. Rte. 7 East Of Belcamp Rd.	70' (Md. 7)	61	70	69	NA	72
4-5	O'Neil Dickson House Historic Site Along Md. Rte. 543	375' (Md. 543)	47	70	60	NA	62
4-6	Residence Along Md. Rte. 543 West Of Cullum Road	125' (Md. 543)	51	70	65	NA	62

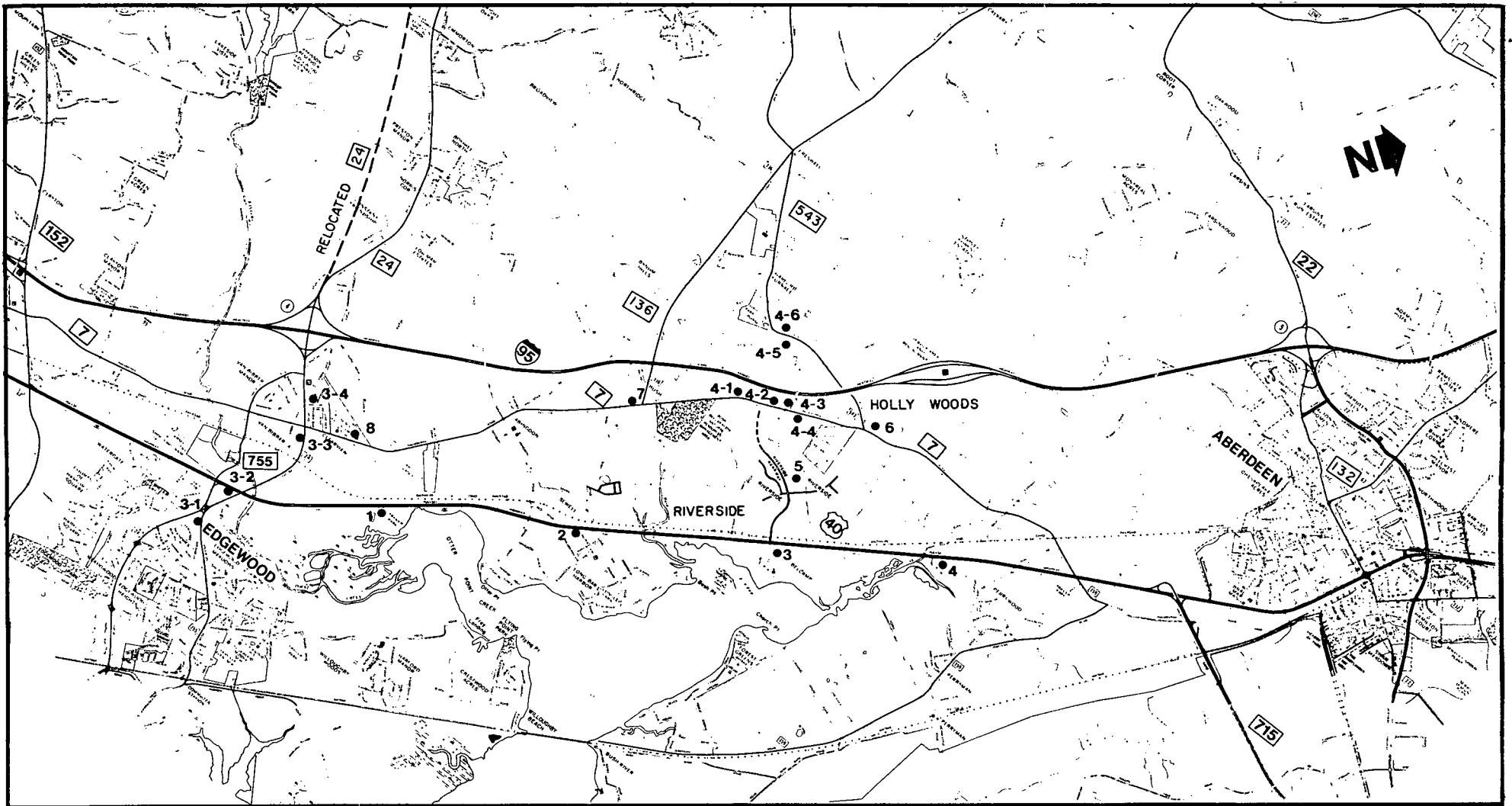
1 For Site Locations, See Figure IV-2
2 See Section III-C For Description Of Alternates

NA Not Applicable For This Alternate

MARYLAND ROUTE 543 / I-95 AND RELATED STUDIES
Harford County, Maryland

COMPARISON OF L₁₀ NOISE LEVELS
(Existing Ambient Vs Predicted 2005 Noise Levels)

Table IV - 2



LEGEND

● Sensitive Receptor Locations

1 Receptors 1 To 8 Analyzed For Alternates 1, 2, 3 And 4

3-1 Receptors 3-1 To 3-4 Analyzed For Alternates 1, 2 And 3

4-1 Receptors 4-1 To 4-6 Analyzed For Alternates 1, 2 And 4



MARYLAND ROUTE 543 / I-95 AND RELATED STUDIES
Harford County, Maryland

**LOCATION OF
SENSITIVE NOISE RECEPTORS**

Figure IV-2

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Table IV-2 presents a comparison of existing ambient and predicted year 2005 L_{10} noise levels. It should be noted that the predicted year 2005 L_{10} noise levels for sensitive receptors 1 through 8 were calculated using 1" = 2000' scale mapping without topography. This is considered a "macro-scale" noise analysis and was used to predict L_{10} noise levels at these receptors for Alternates 1, 2, 3 and 4. Year 2005 L_{10} noise levels for sensitive receptors 3-1 to 3-4 and 4-1 to 4-6 were calculated with greater precision using 1" = 200' scale mapping with 5 foot contour intervals. This is considered a "micro-scale" noise analysis and was used to predict L_{10} noise levels for Alternates 1, 2 and 3 (Receptors 3-1 to 3-4) and Alternates 1, 2 and 4 (Receptors 4-1 to 4-6).

Table IV-2 shows that for the design year 2005, the Federal Design Noise Level of $L_{10} = 70$ dBA for Type "B" land uses will be exceeded at Sensitive Receptors 3-2 and 4-3 with the No-Build and TSM Alternates, Sensitive Receptor 3-2 with Alternate 3 and Sensitive Receptors 4-3 and 4-4 with Alternate 4. Predicted L_{10} noise levels at the remaining sensitive receptors will not exceed the Federal Design Noise Level in the design year. This table also indicates that the L_{10} noise level will increase over existing ambient noise levels at most noise sensitive receptors regardless of the alternate.

Noise level contours of $L_{10} = 70$ dBA have been developed for the No-Build & TSM Alternate, Alternate 3 and Alternate 4. These contours are shown on Figures IV-3 and IV-4. The Federal Design Noise Level Criteria for Category "B" land uses will be exceeded in the area within these contours.

4. Potential For Noise Control

At those noise sensitive receptors where the predicted year 2005 L_{10} noise levels are expected to exceed the Federal Design Noise Level of $L_{10} = 70$ dBA for Type "B" land uses, noise abatement measures were investigated. The following noise abatement measures were found to be impractical for use as part of this project.

a. Wall-Type Noise Barriers and/or Earth Berms

Wall type noise barriers would not be effective in the project area because of the small number of scattered sites requiring attenuation and the need to provide gaps for driveway entrances. In addition, the reduction in traffic noise would be negligible, since the necessary subtended angle required for adequate attenuation could not be provided.

Earth berms or landscape screens are also impractical because they too would have to be segmented in order to provide for driveway access. Earth berms or landscape screening would also require acquisition of significantly greater amounts of right-of-way.

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- b. Traffic Management Measures (eg., prohibition of certain vehicle types such as heavy trucks, time use restrictions for certain vehicle types, modified speed limits, and exclusive lane designation.)

Most of the low volume highways (i.e., Maryland Route 7 and Maryland Route 136) already carry very low volumes of heavy trucks (approximately 1 or 2%), and the majority of truck generated noise is a result of heavy trucks utilizing I-95 and U.S. Route 40, the two major through routes within the study area.

Modified speed limits (typically reduced) and exclusive lane designations (trucks/buses only) are not feasible noise abatement measures due to the present and proposed geometric features and traffic characteristics of the study area highways. An exclusive lane designation for trucks and buses would generally not be possible because the majority of highways throughout the study area have only one travel lane in each direction. Exclusive lane designations could be implemented with the Build Alternates, however, no significant benefits would result.

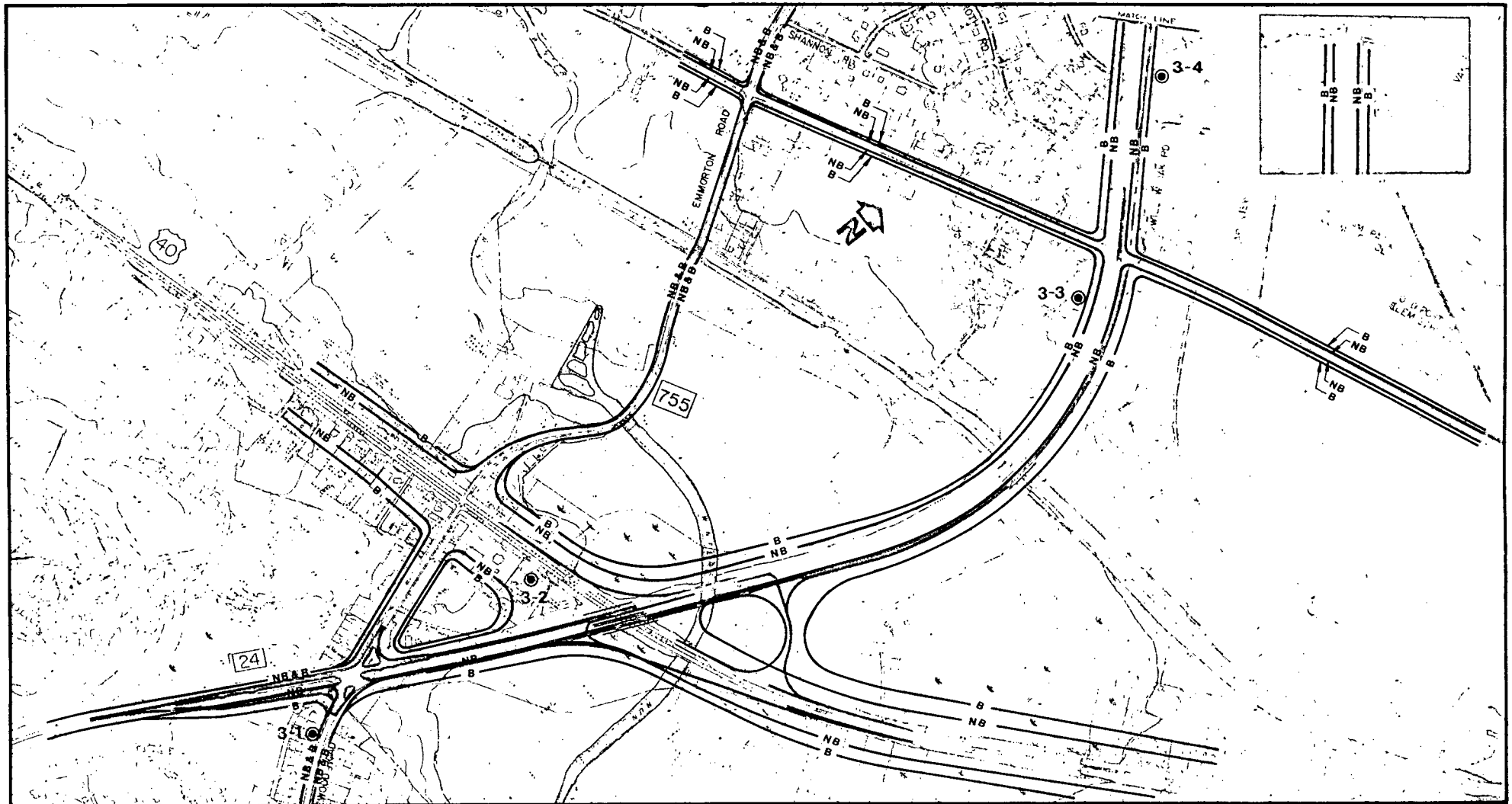
c. Alteration of Horizontal & Vertical Alignments

The TSM Alternate, as previously discussed, consists primarily of improvements to the existing highway system through the improvement of intersection and mainline flow, and geometrics. The horizontal and vertical alignment of the TSM Alternate is identical to the existing facility. Any major alterations to the horizontal and vertical alignment, such as the addition of travel lanes or additional construction in new location, could not be implemented under the TSM Alternate.

The Build Alternates, as previously discussed, primarily propose the construction of an interchange at either Maryland Route 24/U.S. Route 40 (Alternate 3) or I-95/Maryland Route 543 (Alternate 4). Consideration to traffic flow, air quality and noise has already been included in the design of each Build Alternate.

d. Acquisition of Property Rights For Installation or Construction of Noise Abatement Barriers

The acquisition of property rights for the installation or construction of noise barriers or other attenuation devices is not a feasible method of noise abatement in the study area. As previously mentioned, wall-type noise barriers and earth berms are not viable solutions for potential noise impacts associated with this project. Therefore, acquisition of property rights for noise abatement measures will not be necessary.



LEGEND

- Sensitive Receptor Locations
- NB— NO BUILD & TSM 70 dBA (2005 L_{10}) Noise Contour
- B— BUILD (Alt. 3B-1) 70 dBA (2005 L_{10}) Noise Contour
- ▬ ALTERNATE 3B-1 Improvements

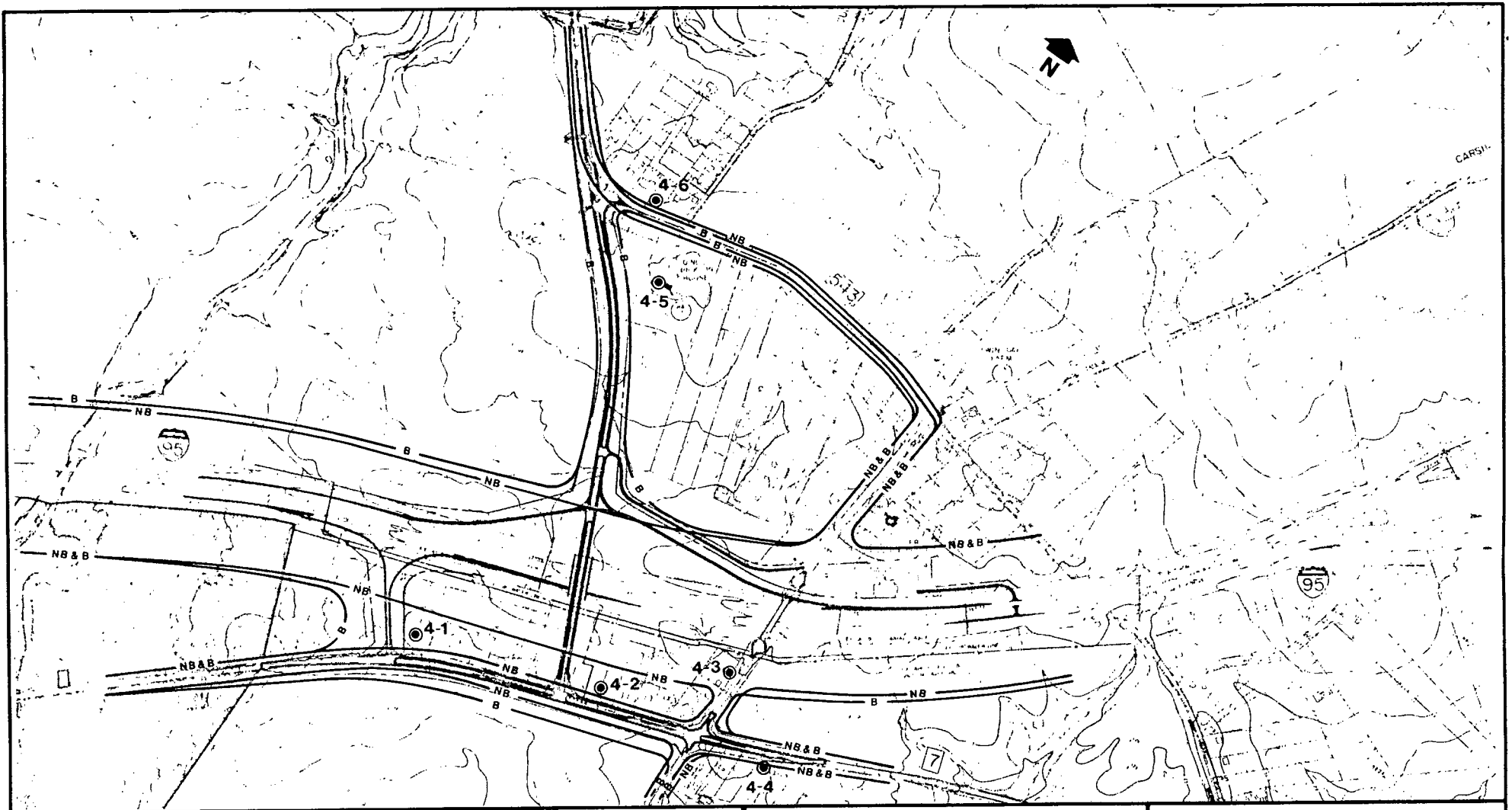


MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Harford County, Maryland

ALTERNATE 3B-1
LOCATION OF SENSITIVE NOISE RECEPTORS
AND 70 dBA (L_{10}) NOISE CONTOURS

Figure IV-3

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LEGEND

- Sensitive Receptor Locations
- NB— NO BUILO & TSM 70 dBA (2005 L₁₀) Noise Contour
- B— BUILO (Alt. 4B) 70dBA (2005 L₁₀) Noise Contour
- ALTERNATE 4B Improvements



MARYLAND ROUTE 543/I-95 AND RELATED STUDIES
Harford County, Maryland

ALTERNATE 4B

LOCATION OF SENSITIVE NOISE RECEPTORS
AND 70 dBA (L₁₀) NOISE CONTOURS

Figure IV-4

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The "Acquisition Of Unimproved Property To Serve As A Buffer Zone" to pre-empt development which could be adversely impacted by traffic noise is a potential measure to avoid future noise impacts along the proposed extension of Maryland Route 543 from James Run to Maryland Route 7. Such acquisition is not being considered; however, the noise study is being supplied to Harford County for their use.

5. Exceptions To Design Noise Levels

Exceptions to the design noise levels must be considered for those residences, public buildings and businesses within the 70 dBA contours where reasonable and effective noise abatement measures can not be provided (See Figures IV-3 & IV-4). Installation of wall-type noise barriers or earth berms, as previously described, would not effectively reduce predicted year 2005 noise levels below the Federal Design Noise Level of 70 dBA.

Exceptions to Federal Design Noise Levels would be required for Sensitive Receptor 3-2 with Alternate 3 and Sensitive Receptors 4-3 and 4-4 with Alternate 4. Potential abatement through the use of landscaping or other measures will be considered before exceptions are requested. Any exception requested would be considered by the Federal Highway Administration on an individual basis.

6. Construction Noise

During construction phases of this project, noise generated by construction equipment will affect the noise sensitive areas previously discussed. These noise levels will vary, depending on age and maintenance of this equipment. There will be unavoidable periods of annoyance during construction.