



final environmental statement

FOR:

CONTRACT No. B 546-151-471
F.A.P. No. M 3038 (1)
MARYLAND ROUTE 702 EXTENDED
FROM OLD EASTERN AVENUE
TO BACK RIVER NECK ROAD
BALTIMORE COUNTY

prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REGION III

Maryland Route 702 Extended
From Old Eastern Avenue to Back River Neck Road

- FINAL ENVIRONMENTAL IMPACT STATEMENT -

U. S. Department of Transportation
Federal Highway Administration
and
Maryland Department of Transportation
State Highway Administration

2/3/82
DATE

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

5/25/82
DATE

Trigil M. Smeyers
Director, Office of Environmental
Programs
Federal Highway Administration

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PHONE: (301) 659-1130
HOURS: 8:15 AM - 4:15 PM

The objective of this project is to supplement arterial highway capacity on the Back River Neck Peninsula by extension of Maryland Route 702 approximately 2.3 miles from its present terminus at Old Eastern Avenue southeasterly to Back River Neck Road. The project will complete the planned highway connection between the Baltimore Beltway (Md. Route 695) and the Back River Neck Peninsula, and thus provide a safe and efficient roadway satisfying the anticipated traffic demands in the Back River Neck Peninsula. It will also reduce congestion and traffic accidents on the Back River Neck Peninsula. The most significant environmental effect would be the introduction of vehicular noise into an area that is currently not experiencing this impact.

T A B L E O F C O N T E N T S

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PART II: DRAFT ENVIRONMENTAL IMPACT STATEMENT

(See page i in Part II for separate Table of Contents)

I. FOREWORD

I. FOREWORD:

Paragraph 1503.4 of the CEQ Regulations (40 CFR 1500 et seq.) provides for development of the Final EIS as an attachment to the Draft Document, if the Draft Document studied and discussed all reasonable alternates, and the analyses in the Draft Document adequately identified and quantified the environmental impacts of those alternates. Since the Draft EIS for this project (circulated in June, 1981) fulfilled both of these criteria, as described below, this Final EIS has been developed as an attachment to the Draft Document. A copy of the Draft Document is furnished, as circulated, in Part II of this Final EIS.

The existing and planned development pattern in the Back River Neck Peninsula permits only two feasible build alignments: Improvements in Existing Location and Improvements in New Location using land previously reserved for highway purposes. New location alternates in any other alignment on this densely developed peninsula would require unacceptable social and economic impact. The Draft EIS (see Part II, Section III-C) considered the No-Build Alternate, Improvements in Existing Location (TSM - Upgrade of Existing Road), and Improvements in New Location utilizing reserved land. The New Location Improvements included one basic alignment with two possible points of transition to existing Back River Neck Road.

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The Draft EIS also identified and quantified all environmental impacts associated with the four alternates presented. Agency comment letters are reproduced in Section III-B of this Final Environmental Impact Statement. Review of these agency comments indicates that the Draft EIS was satisfactory, and that only minor changes in the proposal and in the EIS are necessary in response to the comments received.

II. SELECTED ALTERNATE

II. SELECTED ALTERNATE:

A. Selection of Alternate

Back River Neck Road and its connection to Maryland Route 702 via Old Eastern Avenue is the primary means of vehicular access to the Back River Neck Peninsula. The portion of Back River Neck Road below Josenhan's Corner (see Fig. II-1) is a five lane urban street with substandard 9-foot lanes traversing a well patronized commercial area. Current traffic volumes along Back River Neck Road range from 36,800 vehicles per day (2300 vehicles per hour in AM peak) between Old Eastern Avenue and Hyde Park Avenue, to 12,000 vehicles per day (1000 vph in PM peak), between Hyde Park Avenue and Turkey Point Road. These volumes can barely be accommodated, resulting in significant congestion and high accident rates. Motorists frequently resort to the use of local residential streets in an attempt to avoid congested areas. Planned development on the Peninsula north of the "Urban-Rural Demarcation Line" will add significant traffic volumes to Back River Neck Road. By the year 2008, traffic volumes are forecast to increase to as much as 59,000 vehicles per day, a 60% increase. The existing roadways cannot safely accommodate increases in traffic of this magnitude. Thus, providing for the traffic needs of present and planned residential and commercial development requires a significant increase in arterial highway capacity on this Peninsula.

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This study was initiated with the goal of developing a safe and efficient means of satisfying arterial highway capacity requirements of the Back River Neck Peninsula for the year 2008, consistent with social and environmental needs of the area and national environmental and energy policy goals. During the preliminary planning stages, ten initial alternates were developed, offering varying solutions and degrees of environmental impact. These are summarized in the Draft EIS, pages III-2 thru III-4.

These ten alternates were presented to the public at the Alternates Public Meeting at the Deep Creek Junior High School in November of 1978¹. Following the Alternates Public Meeting, the Project Planning Team carefully reviewed the verbal and written comments elicited, and re-evaluated the alternates presented in terms of these public comments as well as relative service, safety, environmental impacts, and cost. Based upon this review, it was decided to present Alternates 1 (No-Build), 2 (TSM, Upgrade in Existing Location), and 3B and 3C (Extension in New Location) in the Environmental Document. Alternates 3A, 3D, 4A, 4B, 4C and 4D were dropped from further consideration.

¹ One additional alternate was subsequently submitted for consideration by a citizens' group (702 Committee) in August, 1980. This alternate had numerous problems and was dropped after full consideration and review. Specific problems and disadvantages are identified on page III-4 of the Draft EIS, provided in Part II of this Final Document.

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An Informational Public Meeting was conducted August 13, 1980 at the Deep Creek Junior High School to advise interested parties of the evolving refinements to the alternates and to provide an additional opportunity for public comments.

The Environmental Document for this project was originally developed and circulated in September of 1980 as an Environmental Assessment, anticipating that a Finding Of No Significant Impact (FONSI) would result. During the review process, however, it was determined that a FONSI would not be appropriate for this project and a Draft Environmental Impact Statement was recirculated in June of 1981. The alternates presented were identical in both the September 1980 Environmental Assessment and the June, 1981 Draft EIS, and included Alternates 1 (No-Build), 2 (TSM, Upgrade in Existing Location), 3B and 3C (Improvements in New Location). These four alternates are described in detail in Part II of this Document (Draft EIS, pages III-5 thru III-10).

Following circulation of the original Environmental Assessment, a Location Public Hearing was held at the Deep Creek Junior High School on December 11, 1980 to present these alternates to the public and to receive their comments. All comments received in response to the Public Hearing and Draft Documents are summarized in Section III of this Final EIS.

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After review of all comments from the public, elected officials, Federal, State and local agencies, and in accordance with Chapter V of the Maryland Action Plan, the State Highway Administrator concurred with the project planning team's recommendation of Alternate 3C (November 4, 1981).

During the evaluation of the project alternates and selection of the recommended alternate, the project planning team and the State Highway Administrator considered several factors. These factors, discussed by alternate, are as follows:

o Alternate 1, the No-Build Alternate, offered no contribution towards meeting project objectives because its' selection would have resulted in no improvement in traffic safety or arterial highway capacity. Back River Neck Road, which already approaches capacity (Levels of Service D & E) would carry nearly twice present traffic volumes by the design year 2008 on its narrow (9' to 12') travel lanes resulting in severe congestion (Levels of Service E & F). Collision experience along this county road is already 33 percent greater than on similiar State Highways.

o Alternate 2, the TSM Alternate, being similiar to Alternate 1, would likewise contribute little towards meeting project objectives. Only a relatively short segment of Back River Neck Road south of Hyde Park Road was feasible for roadway widening. While these limited improvements would tend to

attract greater traffic volumes to the peninsula, the lack of improvement through the narrow commercial area between Josenhan's Corner and Hyde Park Road would result in worse congestion north of Hyde Park Road than would be the case with the No-Build Alternate. Because of these greater traffic volumes, Alternate 2 would be expected to result in more total vehicle accidents than the No-Build Alternate.

o Alternate 3, the new location alternate, was the only solution capable of meeting project objectives. The new alignment eliminates the two right angle turns necessary to access the peninsula from Md. Route 702, provides standard (12') width travel lanes with shoulders, and adds four lanes of arterial highway capacity on the northern half of the peninsula. The additional facility would relieve Back River Neck Road of the necessity of carrying the vast majority of arterial highway traffic volumes, thus significantly improving design year traffic service for the entire study area. Study area accident rates are expected to decrease by 35 percent, due mainly to access control along the new arterial highway. Of the two alternative connections to Back River Neck Road under consideration (Connections B and C), Connection C was selected because it 1) best accommodates Baltimore County's planned extension of Marlyn Avenue, 2) best accommodates vehicles turning left into Turkey Point Road, and 3) bypasses a potential congestion area of three closely spaced intersections along Back River Neck Road.

B

B. Selected Alternate 3C

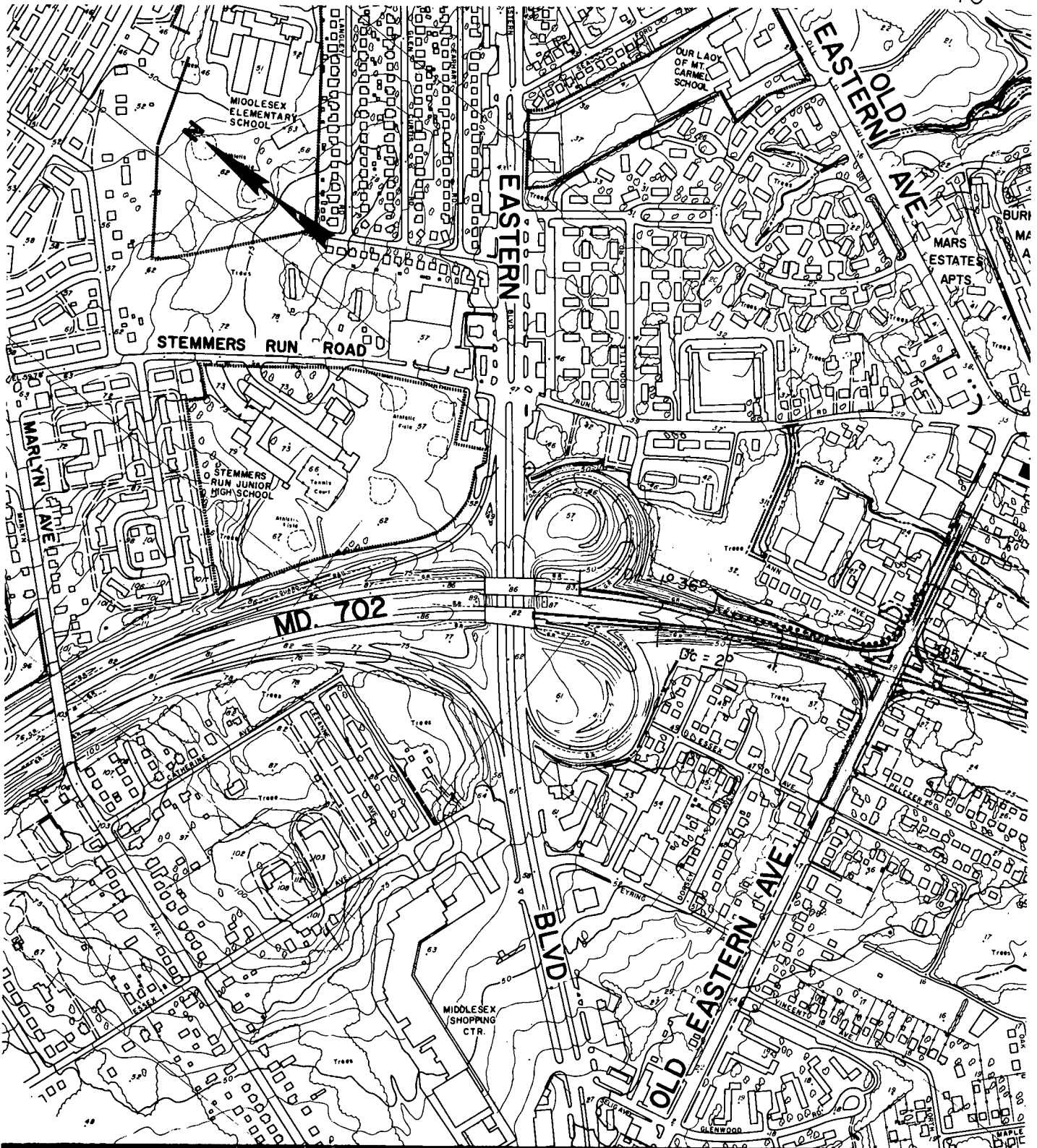
1. Description

The selected alternate, described below and illustrated on Figures II-1 and II-2, was presented in the Draft EIS and at previous public meetings and the Public Hearing as Alternate 3-C. As proposed in this Final EIS, the selected alternate is basically unchanged from the Draft. The southern project terminus at Back River Neck Road has been moved north, shortening the project by 1,100'. In addition, a 250-space fringe parking lot, considered as an option in the Draft EIS, has been dropped from consideration because of its' high estimated cost and the apparent unwillingness of owners to sell the land required for development of the lot. One other feature considered as an option in the Draft, has been added in response to public and agency requests and additional study. This added feature is an extension of the sidewalk from Mansfield Road to East Homberg Avenue. Appropriate accommodations for pedestrian crossing in the vicinity of West Williams Avenue - Mansfield Road will be developed through coordination with affected communities during the subsequent design phases. The options include a signalized at-grade cross walk and a pedestrian overpass.











The Selected Alternate 3C is being designed in accordance with highway design standards established by the American Association of State Highway and Transportation Officials (AASHTO).

The Selected Alternate would extend Maryland Route 702 2.3 miles from its present terminus at Old Eastern Avenue (see Fig. II-1), south to Back River Neck Road, north of Pottery Farm Road (see Fig. II-2). This new highway would occupy a 20.4 acre strip of undeveloped land reserved for highway purposes from south of Homberg Avenue to Hyde Park Road.

Maryland Route 702, north of Old Eastern Avenue, would be reconstructed to provide for two lanes plus shoulders, per direction of travel, separated by a 16' median. The vertical alignment would also be slightly altered to reduce the steepness of the roadway and improve sight distance as it approaches Old Eastern Avenue. As a result of this change in grade, it will also be necessary to regrade Old Eastern Avenue to match the elevation of the raised intersection with Maryland Route 702. Old Eastern Avenue would be widened to four thru-traffic lanes and a center-turn lane. Ann Avenue would not intersect with Old Eastern Avenue, but rather would be extended easterly to Stemmers Run Road (see Figure II-1).



LEGEND

-  TIDAL FLOOD LEVEL (100 Year)
-  HISTORIC BUILDING
-  HISTORIC PROPERTY BOUNDARY
-  PUBLIC SCHOOL PROPERTY BOUNDARY
-  PARKLAND
-  WETLAND
-  WOODLAND
-  EXISTING RIGHT-OF-WAY LINE
-  PROPOSED RIGHT-OF-WAY LINE OF THROUGH HIGHWAY
-  NOISE BARRIER



MARYLAND ROUTE 702 EXTENDED

FROM OLD EASTERN AVENUE
TO BACK RIVER NECK ROAD
IN THE VICINITY OF TURKEY POINT ROAD

STATE PROJECT NO. B 546 - 151 - 471
FEDERAL PROJECT NO. M - 3038 (I)

ROADWAY IN NEW LOCATION

SELECTED ALTERNATE



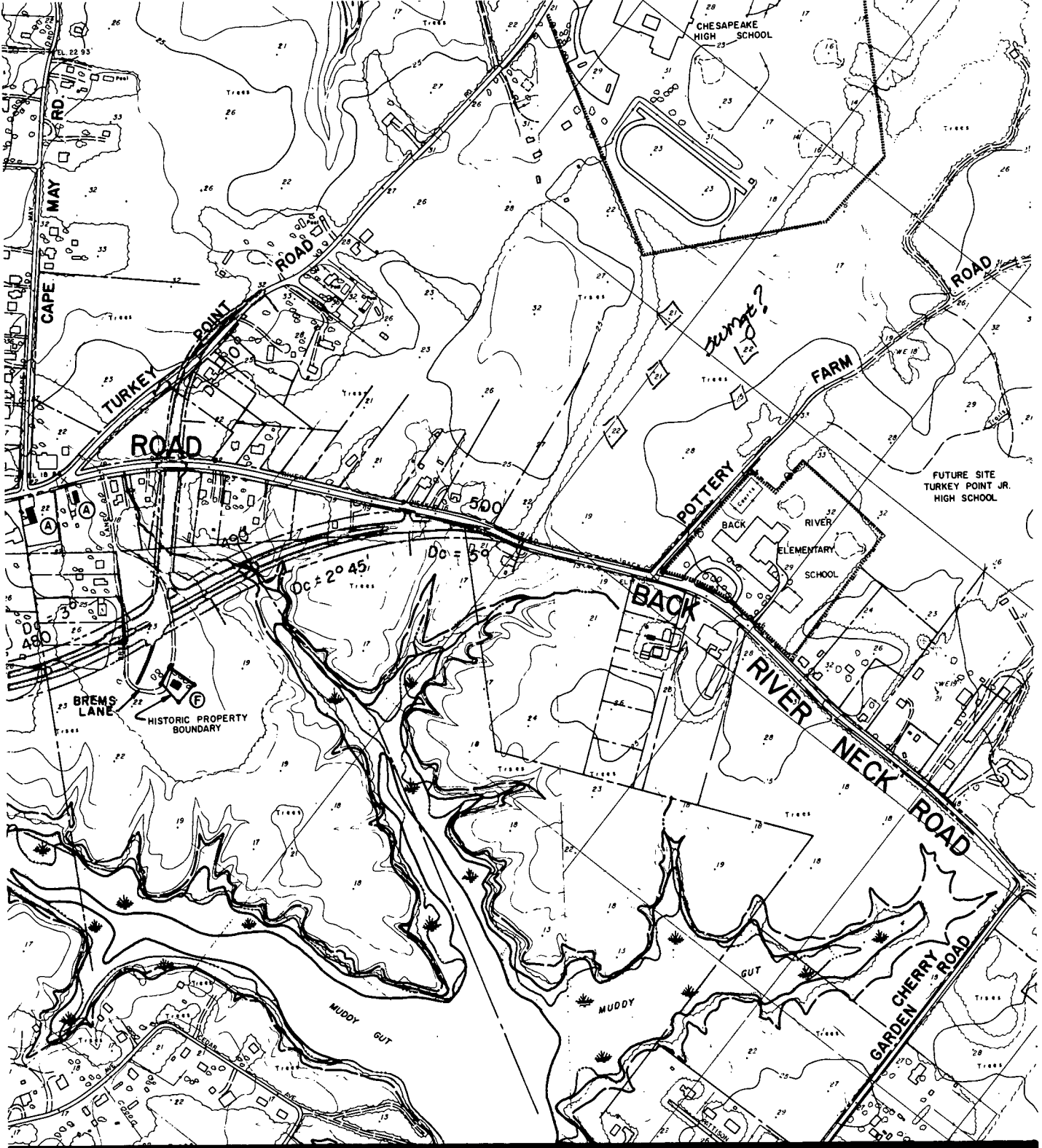
SCALE: 1" = 600'

FIGURE II - 1



LEGEND

- | | |
|---|--|
| <ul style="list-style-type: none"> — TIDAL FLOOD LEVEL (100 Year) ■ (A) HISTORIC BUILDING — HISTORIC PROPERTY BOUNDARY ▤ PUBLIC SCHOOL PROPERTY BOUNDARY ▨ PARKLAND ▧ WETLAND ▩ WOODLAND | <ul style="list-style-type: none"> --- EXISTING RIGHT-OF-WAY LINE - - - PROPOSED RIGHT-OF-WAY LINE OF THROUGH HIGHWAY NOISE BARRIER |
|---|--|



MARYLAND ROUTE 702 EXTENDED

FROM OLD EASTERN AVENUE
TO BACK RIVER NECK ROAD
IN THE VICINITY OF TURKEY POINT ROAD

STATE PROJECT NO. B 546-151-471
FEDERAL PROJECT NO. M-3038 (I)

ROADWAY IN NEW
LOCATION

SELECTED ALTERNATE



SCALE: 1" = 600'

FIGURE II-2

TYPICAL SECTIONS- SELECTED ALTERNATE EXTEND MD. ROUTE 702 IN NEW LOCATION

Note: Dimensions of all roadways, shoulders, medians, safety grading widths, etc. are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

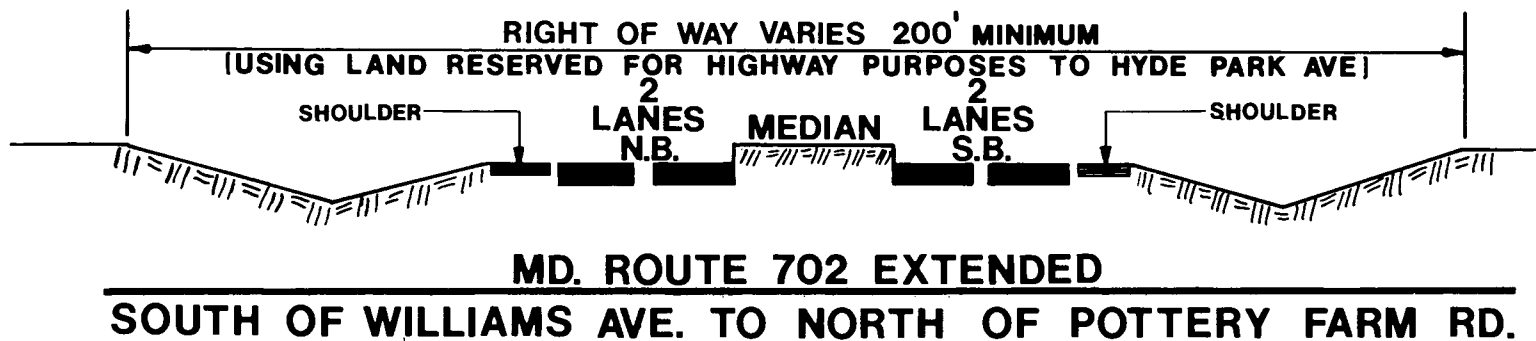
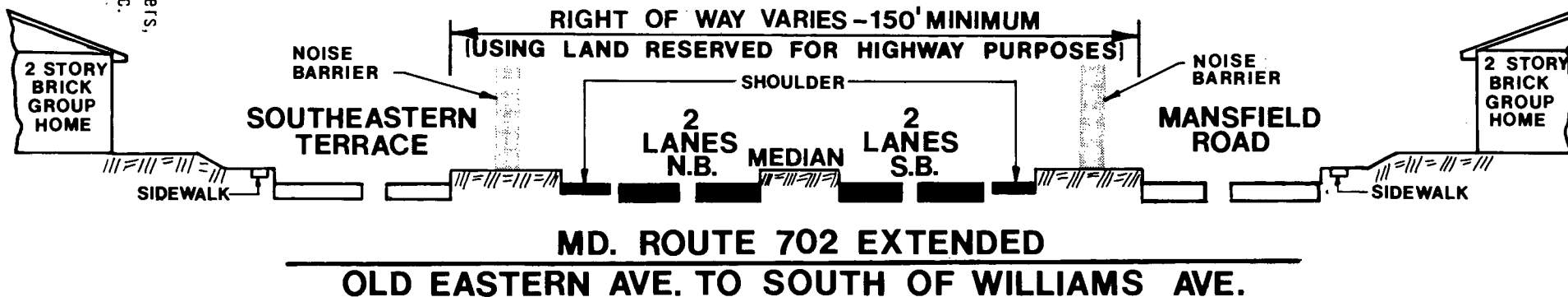
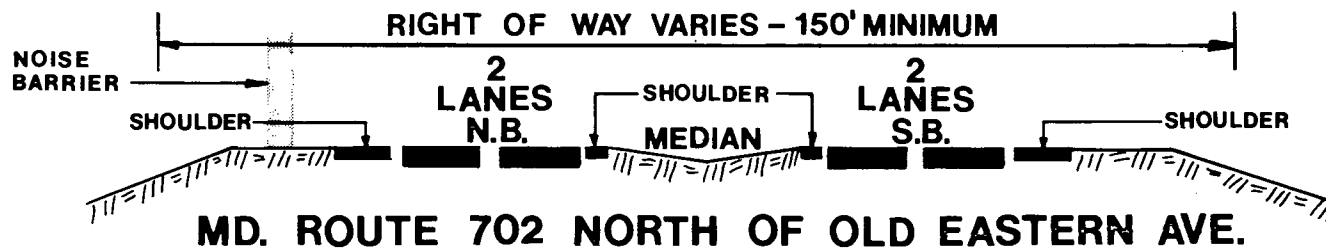


FIGURE II-3

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Maryland Route 702 would extend south from Old Eastern Avenue as a four-lane divided controlled-access arterial highway to an at-grade intersection with East Homberg Avenue. Portions of Homberg Avenue would be widened to accommodate one thru-lane per direction and a center-turn lane. Maryland Route 702 would then pass over the upper portions of Deep Creek on a culvert type crossing that will safely pass a 100-year flood.

The Selected Alternate continues to an at-grade intersection with Middleborough Road as a four-lane divided highway on undeveloped land reserved for highway purposes. The present temporary connection of West Williams Avenue-Mansfield Road across this strip would be eliminated. Two intersection options at West Williams-Mansfield Road will be investigated during the design phases. One option consists of a one-way right turn lane from southbound Maryland Route 702 to Mansfield Road. The second option consists of a "T" intersection between both northbound and southbound Maryland Route 702 and Mansfield Road - a connection to West Williams would not be made. To accommodate pedestrian access across Maryland Route 702, the sidewalk along Mansfield Road would be extended from its present terminus in the New Country Ridge Community, north to Homberg Avenue. As an additional option for pedestrian access, a pedestrian overpass in the vicinity of West Williams Avenue-Mansfield Road will be considered during the design phases.

The Selected Alternate continues to an at-grade intersection with Hyde Park Avenue as a four-lane divided highway. Hyde Park Avenue would be widened for approximately 250 feet east and west of Maryland Route 702 Extended to accommodate turning vehicles. The Selected Alternate then continues south from Hyde Park Avenue as a four-lane divided controlled-access arterial highway, generally parallel to Back River Neck Road. At Brems Lane a new intersection and connection to Back River Neck Road, via an extension of Turkey Point Road, would be constructed. This four-lane extension of Turkey Point Road would serve all traffic using the Turkey Point Road portion of this peninsula, bypassing Back River Neck Road.

South of this new intersection, the Selected Alternate would curve east and taper to a two-lane roadway connecting with Back River Neck Road, approximately 550 linear feet north of Pottery Farm Road near the sewage pumping station.

Other existing County roadways in this vicinity (such as Back River Neck Road) may be widened by Baltimore County. Because this project focuses on improvements in arterial highway capacity, other localized improvements to County facilities by the County are not considered in this document.

Subsequent review of the wall type noise barriers as discussed in the Draft EIS has indicated that they may not be cost effective based on a comparison of the noise reduction achieved and the cost of the barriers. A noise control measure that is being considered and is likely to be used, is an "open-graded" bituminous roadway surface to reduce tire generated noise levels. Because recent experience has indicated that the use of open-graded bituminous roadway surface reduces noise levels, the use of this pavement on Maryland Route 702 extended is expected to reduce projected noise levels below Federal Design Noise Levels. Use of this pavement surface is the preferred noise control measure, and would avoid the adverse visual and aesthetic effects of a noise wall. Landscaping will also be provided to shield the roadway from existing development. The prohibition of trucks, as discussed in the DEIS, south of Homberg Avenue between 7 P.M. and 7 A.M. is still under consideration.

Coordination will continue with the affected property owners through the final design phase of the project to discuss specific noise mitigation measures. During these meetings, it will be emphasized that the "open-graded" bituminous roadway is the preferred noise control method and noise walls will be considered only as a last choice. All landscaping plans will be coordinated with affected property owners.

The noise barriers included in the Draft Environmental Impact Statement are described as follows:

- 1,250 linear feet (LF) of barrier along the northbound lanes of Maryland Route 702, between Old Eastern Avenue and Eastern Boulevard, to reduce noise impacts on residences along Ann Avenue.
- 2,270 LF of barrier along the northbound lanes of Maryland Route 702 Extended from West Williams Avenue to Homberg Avenue, to reduce noise impacts on residents of Country Ridge.
- 1,850 LF of barrier along the northbound lanes of Maryland Route 702 Extended from Middleborough Road to West Williams Avenue to reduce noise impacts on residents of Pebble Creek Apartments.
- 1,630 LF of barrier along the southbound lanes of Maryland Route 702 Extended from south of Homberg Avenue to Mansfield Road, to reduce noise impacts on the residents of New Country Ridge.
- 1,500 LF of barrier along the southbound lanes of Maryland Route 702 Extended from Mansfield Road to Middleborough Road, to reduce noise impacts on the residents of Essexshire Apartments.
- 1,760 LF of barrier along the southbound lanes of Maryland Route 702 Extended from Middleborough Road to Hyde Park Avenue, to reduce noise impacts on the residents of Hartland Village Apartments.

2. Wetlands

No wetland would be affected by construction of the Selected Alternate. In addition, care will be taken to ensure that no adjacent wetland areas would be adversely impacted by sedimentation or changes in the volume, direction, or velocity of inflowing water. Therefore, no wetland finding is required.

3. Floodplains

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" are indicated. Adequate design features will be incorporated in the final design of the Selected Alternate to insure that impacts on the 100-year floodplain are not significant. Based on the fact that there is no significant encroachment, a floodplain finding is not required.

4. Air Quality Conformity

This extension of Maryland Route 702 is in an air quality non-attainment area, which has transportation control measures in the Maryland State Implementation Plan (SIP). The Selected Alternate 3C conforms with the SIP because it comes from a conforming transportation improvement program.

5. Land Use Consistency

Baltimore County's recent efforts to establish the lower Back River Neck peninsula as a rural low density zone has led to deletion of the planned extension of Maryland

Route 702 beyond the urbanized portion of the peninsula from the plans of the Department, the Regional Planning Council (RPC -the Baltimore Area Metropolitan Planning Organization), and Baltimore County. Extension of this project beyond its current terminus would be inconsistent with these plans. The RPC endorsed this project at their July 17, 1981 meeting (see RPC memo in Section III).

6. Title VI Concerns

On May 13, 1981, the Deep Creek Village Improvement Association formally submitted a complaint alledging discrimination by the State Project Planning Committee against their community. This community of 122 homes, located west of the proposed extension of Maryland Route 702, alledged that they had been discriminated against on the basis of denial of access. A copy of their complaint letter, and the finding of "no probable cause" (letter dated November 3, 1981) are reproduced on the following pages.

DEEP CREEK VILLAGE IMPROVEMENT ASSOCIATION, Inc.
702 MANSFIELD ROAD
Baltimore, Maryland 21221

May 13, 1981

Mr. James A. Hester, Chief
Equal Opportunity Section
Maryland State Highway Administration
Room 212
300 West Preston Street
Baltimore, Maryland 21201

RECEIVED

MAY 28 1981

EEO SECTION, SHA

Dear Mr. Hester,

I am writing this letter on behalf of the Deep Creek Village Improvement Association, Inc. located in New Country Ridge, Baltimore County, Essex, Maryland. We are a small community consisting of 122 row homes. We would like to make you aware that our small community will be severely affected by the Proposed Maryland Route 702.

The Association feels that our community may possibly have been discriminated against by the State Project Planning Committee. Our community is made-up of Blacks, Orientals, and Caucasians, and the adjacent community (Old Country Ridge) is predominantly Caucasian. We would like your office to investigate the possibilities of discrimination on our behalf.

One of our largest areas of concern is that the State is planning to completely box in our entire community. As we understand it from Mr. Honeywell, the State is planning an exit ramp into our community at the head of Mansfield Road, but no access out other than around to Middleboro Road. Presently there is an intersection at Williams Avenue and Mansfield Road, but with the completion of the Proposed Maryland Route 702 Williams Avenue will be a deadend street. Thus, our entire community, plus the surrounding communities will be boxed in, and forced to use Middleboro Road in order to get out of the area. If Williams Avenue should be deadended, then the predominantly Caucasian community will be given free access to Back River Neck Road and the surrounding area businesses. In fact a major bus line is going to be affected by this proposed road, causing residents of Old Country Ridge to have to walk some distance in order to catch a bus. In our case, we don't have the slightest idea where we would catch a bus.

Frankly, we feel having to travel all around the mulberry bush so to speak, to get our elementary children to school isn't in the best interests of the State or County either. Not only are we being cut off from the elementary school (Mars Estates Elementary School), but also from the local shopping center (County Ridge). Some members of our community walk there now, but with the present proposed road, it will become nearly impossible to walk. Frankly, in our opinion a cross walk does not provide enough safety protection for a pedestrian on a road with an existing 50 to 55 MPH speed limit.

RECEIVED

RECEIVED
MAY 28 1981

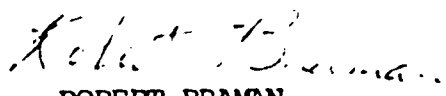
DEEP CREEK VILLAGE IMPROVEMENT ASSOCIATION, Inc.
Page -2-

EEO SECTION, SHA

We would appreciate your investigating the entire matter on our behalf. We realize that discrimination happens on a daily basis throughout the world, but we don't feel that in our particular case we were necessarily dealt with fairly or unbiased. Perhaps being a small community has something to do with the fact that we are being ignored and not heard during public meetings. It appears that the Project Planning Committee listens on the surface, but they do not really hear our complaints.

If you should have any questions, please feel free to contact Mrs. Joan LaFlame, Chairman of our Stop 702 Committee, at 682-5485.

Sincerely,



ROBERT BRAMAN
President
Deep Creek Village Improvement
Association, Inc.



Maryland Department of Transportation

State Highway Administration

28
James J. O'Donnell
Secretary

M. S. Caltrider
Administrator

November 3, 1981

Mr. Robert Braman
President
Deep Creek Village Improvement
Association, Inc.
702 Mansfield Road
Baltimore, Maryland 21221

Re: Complaint of Discrimination
Deep Creek Village Improvement
Association, Inc. versus State
Highway Administration
S.H.A. Number: B-546-151-471
Maryland Route 702 Extended
Old Eastern Avenue to Back River
Neck Road

Dear Mr. Braman:

The investigation into your complaint of discrimination has been completed. This office finds that there is "no probable cause" to believe that discrimination under Title VI of the Civil Rights Act of 1964 existed in the State Highway Administration's proposed action to extend Maryland Route 702 immediately adjacent to your community.

Should you disagree with this finding, be advised that you still have the right to file a complaint of discrimination with any or all of the following Federal or State of Maryland agencies:

1. U. S. Department of Justice
2. U. S. Department of Transportation
Federal Highway Administration
3. Maryland Department of Transportation

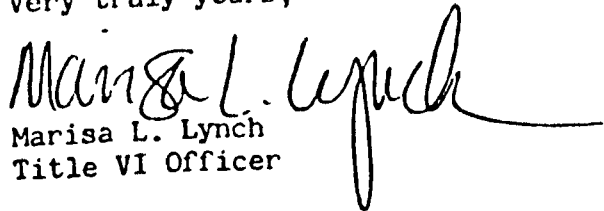
You must, however, file your complaint within six months of the date on which you indicated that the alleged discriminatory act occurred.

My telephone number is 659-1508

Mr. Robert Braman
Page 2
November 3, 1981

Should you have any questions as to how this office arrived at its decision,
feel free to contact me at 659-1508.

Very truly yours,


Marisa L. Lynch
Title VI Officer

MLL/lam
cc: Mr. James A. Hester
(Certified Mail)

C. List of Commitments for Mitigation Measures

- : A detailed sediment control plan will be developed for this project and stringently applied during construction. Particular care will be taken in the vicinity of Deep Creek and Muddy Gut to prevent damage to the existing wetlands and aquatic community. For details, refer to section IV-G of the Draft EIS reproduced in Part II of this Final Document.

- : During final design, a meander will be designed in the relocated portion of a tributary of Deep Creek.

- : If considered necessary by the Maryland Department of Natural Resources, construction at the Deep Creek and/or Muddy Gut crossings will be avoided from March 1 to June 15 to prevent disturbance to the spawning activities of anadromous fishes.

- : Wherever feasible, runoff from the new roadway will be directed through grassed swales and other vegetated areas to minimize pollutant loads introduced into tributaries of Back River.

31-

: Seismic studies will be considered during design phases to determine if special measures will be required during construction to prevent damage to homes in the New Country Ridge Development and other communities contiguous to the new roadway.

: The use of an "open-graded" bituminous roadway surface is likely to be used to reduce tire generated noise levels. Noise walls, which will be considered through the design phase of this project, are not the preferred choice for noise control. These measures will be presented and discussed with residents of adjacent communities through the final design of the project. Landscaping will be provided to shield the communities from the roadway.

: Detailed floodplain analysis will be conducted during design phases to ensure that design details at all encroachment locations minimize potential adverse impact.

III. COMMENTS & COORDINATION

III. COMMENTS & COORDINATION

A. Comments Resulting from Location Public Hearing

At the Location Public Hearing held on December 11, 1980, the need for improvements in the roadway network serving the Back River Neck Peninsula was reviewed, previous planning summarized, and Alternates 1 (No-Build), 2 (TSM - Improvements in Existing Location), 3B and 3C (Improvements in New Location) were described and compared. Following this presentation, comments from the audience were solicited. The following comments, written and oral, resulted from the Location Public Hearing.

1. Elected Officials -

No elected officials offered comments at the Public Hearing. However, during the 1980 annual program tour, Baltimore County Executive Donald P. Hutchinson stated:

"This project is vital to reduce an awesome bottleneck which threatens the safety and stability of the existing community and is critical to the adequate public facilities section of our growth management law."

These comments were repeated at the Public Hearing by Public Works Director Harry J. Pistel, who spoke

support of the Selected Alternate on behalf of the County Executive, the County Council, and the County Legislative delegation. By letter dated January 21, 1981, County Councilman Norman Lauenstein requested Governor Hughes to accelerate implementation of the project. Delegate Michael H. Weir supported Councilman Lauenstein by his letter of January 28, 1981.

2. Citizens & Associations -

Comments received from the community indicate strong support for the extension of Maryland Route 702, with a distinct preference for Alternate 3C. Speakers on behalf of the Essex Improvement Association, the Essex/Middle River Chamber of Commerce, the Make Back River Neck Safe Association, Inc., the Essex/Middle River Civic Council (umbrella group for 26 civic organizations) and individual citizens endorsed Alternate 3C at the Public Hearing. The 702 Committee acknowledged the need for the extension of Maryland Route 702, but expressed disappointment that planning is too short-sighted and unimaginative in not considering a higher grade facility with better safety features and potential for greater energy savings.

The Deep Creek Village Improvement Association, representing the 122 household community of New Country Ridge

along Mansfield and Seawall Roads, strongly opposed the extension of Maryland Route 702 in new location. This organization has submitted several letters to their Federal, State and local elected officials and spoken out at all public meetings in opposition to the new location build alternates. Both opposition speakers at the December 11, 1980 Public Hearing are residents of New Country Ridge. Mrs. Noland, on behalf of the Association, cited a number of anticipated severe impacts including noise, accessibility, vibration, air pollution, safety, drainage and water resources; and recommended Alternate 2. Mrs. Barr described the intrusive nature of similar noise impacts along Merritt Boulevard and reiterated community expressions of fear of residential electrical fires induced by vibration from construction equipment and anticipated traffic. The distant Harewood Park Community League and a single individual sent written endorsement of Alternate 2 as a result of the Public Hearing. There was no support at the Public Hearing for the No-Build Alternate.

Five days after the Public Hearing, the Deep Creek Village Improvement Association submitted a letter, dated December 16, 1980 to Governor Hughes, enclosing a 175 signature petition registering opposition to Alternates 3B and 3C. A follow-up letter, dated August 6, 1981, details their concerns. A copy of this letter is reproduced on the following pages, followed by a list of responses to issues raised in this letter.

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DEEP CREEK VILLAGE IMPROVEMENT ASSOCIATION, INC.
702 MANSFIELD ROAD
BALTIMORE, MARYLAND 21221

August 6, 1981

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

Dear Mr. Schneider,

Reference letter, Maryland Department of Transportation, State Highway Administration, June 11, 1981, concerning review of a DRAFT Environmental Impact Statement.

The Deep Creek Village Improvement Association, Inc. has reviewed this DRAFT Environmental Statement. After reading this document very carefully, it was determined that very little change had been made from the original study presented in the Fall of 1980. The following specific comments are keyed to the DRAFT Environmental Statement:

1. Page S-4, paragraph b. Energy Conservation. Our community finds the statements concerning fuel economy erroneous. It may very well be fuel economical for others using this proposed roadway, but for our entire community it will mean an increase in fuel consumption. The basis for this statement comes from the fact that we are not being given proper access to and from our community. We don't consider having to drive all the way around to Middleborough Road economical. In addition, parents are driving some small children to school (Mars Estates Elementary) on a daily basis, and having to go all the way around is not economical either in our opinion. Also, consider for a moment that residents living along the right-of-way will have to use their air conditioners six months of year, and heat the other six months. This will result in large amounts energy usage, which is contrary to all requests by the Federal Government to save energy, not to mention the high cost involved.

2. Page 1 of 9, Table 1, we find the statement of the estimated speed limit of 60 miles per hour to be extremely high for a residential area. This 60 MPH speed limit is in violation of State and Federal Laws. In addition, we noted the increase in the projected cost of Alternatives 3B and 3C. We, frankly, can not understand the waste of our tax dollars for a road that is not warranted.

3. Page 4 of 9, Table 1, (Social Impact continued), we find the statement concerning the opening of Mansfield Road to Homberg Avenue unbelievable. Mansfield Road is not wide enough for two-way traffic with parking on both sides of the street. How does the State or Federal Government expect traffic to move along this street? The traffic will not just be limited to that of our community, but that of Essexshire Gate, Heatherwood, Hyde Park, and several other apartment complexes located behind our community. The traffic on the 702 roadway, and the additional traffic on Mansfield Road, will cause a tremendous increase in noise and air pollution in our community. We do not believe this to be healthy or fair!

4. Page 7 of 9, Table 1, (Impacts to Aquatic Ecology), as was pointed out in the presentation presented at the Public Hearing in December 1980, our community knows of the existence of aquatic life in the stream and swamp located behind our community. We find it hard to believe that the State has ignored our statements of existing aquatic life. Our community believes that the Ecologists need to look into the matter a little more closely. In fact there have been reported sightings of a family of Partridges living in our community. In addition to the partridges, there are wild geese that return every year in the area from time to time. It occurs to us that saving the lives of these precious birds is extremely important to the wildlife of this country, as they seem to be disappearing at an alarming rate.

5. Page II-1, paragraph B, second paragraph, our community pointed out at the public hearing in December 1980, there is proper posting of warning signs, as well as ample time for individuals to slow down to meet the intersection at Old Eastern Avenue and the existing Maryland Route 702. According to this paragraph, it is a sudden shock to the driver when approaching that traffic light. We quite frankly find this hard to believe, considering there is a sign 1 mile from the end of 702, stating that the roadway will end and to reduce speed, as well as flashing yellow warning lights as you approach the Eastern Boulevard exits.

6. Page II-4, last paragraph on page, after reading this paragraph concerning the possible construction of a 250 car parking lot, we find some of the facts concerning traffic flow hard to believe. If traffic is predicted to increase up to the year 2008, wouldn't the construction of the 250 car ride sharing parking lot deter some of the traffic from using the Maryland Route 702, thus reducing the need for the roadway? Frankly, we find the idea of building this ride sharing parking lot ridiculous. In order to build this parking lot, the destruction of many trees will have to occur, thus leaving the entire area short on trees. In view of the fact that trees produce the oxygen that we breathe, it seems rather harsh to our community to lose oxygen from those trees in existence now, as well as have the increase in the air pollution from the traffic travelling the roadway. In addition, these trees will help deter some of the noise.

7. Page IV-4, paragraph 3, this paragraph is involved directly with our community. To this paragraph, we again state that our residences are of substandard construction. We definitely know there will be vibrations, which will ultimately result in damage to our properties. Vibration damage is accumulative over the time the homes are subject to vibration, which in this case will be continuous. Is the State definitely planning to do the Special Engineering Soils Study mentioned in this paragraph? Our community would also like to know if we might expect any reimbursement from the State or Federal Government for damages incurred to our properties as a result of the construction.

8. Page IV-5, paragraph 3, our community finds that the loss of tax dollars from this area of an estimated \$23,800 significant, considering the fact that our property taxes have increased, and in these times of Federal Budget cuts, that the County does not need this revenue for its budget.

9. Page IV-7, paragraph 3, we find this particular paragraph contradictory. It is stated that "the traffic volumes predicted along Back River Neck Road in the design year are expected to be nearly identical to those currently being experienced." According to the above statement, if the predictions for the year 2008 are correct, then the increases in traffic flow are incorrect. This being true, because the present traffic rates would be current in the future as well. Again, this seems confusing and contradictory.

10. Page IV-7, paragraph 5, our community disagrees with the entire paragraph. We believe that Williams Avenue should be left as a major intersection. Putting an off ramp at the head of Mansfield Road will only serve to put a break in the proposed sound barrier, thus allowing more noise to flood the area. In addition, it will be located in close proximity to the apartments in Essexshire Gate, as well as the first group of houses in our community, thus causing very uncomfortable conditions for the residents. If you can open up for a ramp, then you certainly can open up for an intersection.

11. Comments concerning Chapter IV.E. Air Quality Impacts, page IV-8. This chapter is incomplete in that it only addresses Carbon Monoxide (CO), ignoring such important factors as those listed below. No statement is shown which indicates that pollution levels will be maintained at specified levels. "Guestimates" as to actual CO levels are offered.

a. Ozone, which will peak from and simultaneously with peak traffic, and all other causes, at about 3 PM. (The entire area peaks at this time of day due to the effect the sunlight has in breaking down various pollutants in the atmosphere.) This problem will be compounded by stagnant air and air inversion common to the area.

b. Oxides of Nitrogen (NOX). Again the sunlight plays a major role in the production of this extremely hazardous material, and it is not addressed in the referenced document.

c. Particulate Matter. Another pollutant not addressed. This material ranges from sand, dust, dirt to rubber from vehicular tires, cargo overspill from trucks, and oils, etc. This material will result in dust accumulating very rapidly in the homes in the area. The homes need not be close to the highway to experience this effect. However, the closer the homes are to the highway, the greater will be the settling of the microscopic dust, which will permeate the smallest openings in the outer walls and windows.

d. Paragraph, the third, page IV-8, concerning CO Analysis, it appears to be based upon the Maryland Motor Vehicle Inspection Law, which will not take effect in the foreseeable future because all Federal funding has been removed. This invalidates the entire study! It is doubtful if it will ever be implemented; therefore, this paragraph is invalid. It should be borne in mind that the Federal Standards, concerning automobile pollution have been revised - downward - since Mr. Reagan took office, meaning that cars will be allowed to pollute more.

e. Sewage Disposal. At present Baltimore City operates two (2) sewage disposal plants: one at Wagners Point, on the Western Shore of the Patapsco River (East Brooklyn) and the other at Back River (Essex). An expansion of the Back River Plant or a separate facility is planned in the not too distant future. A new site is favored farther out on the "Peninsula", in order to take advantage of a greater water flow in the Chesapeake Bay. One hundred ninety million (190,000,000) gallons of waste is processed per day at the Back River Plant alone, and this site lacks the clear water flow to carry and disperse the effluent. Therefore, the favored view is establishing a facility on the Chesapeake. The statement just presented is not in consonance with the establishment of a Kings Dominion type park, as has been reported. It does, however, fit into plans for moving more population onto the peninsula, i.e., building more homes. Building the homes creates the need for both highways and sewage disposal plants.

f. Heavy Metals. The problem of heavy metals, both air borne and water borne, is not addressed. (The Back River sludge is known to contain fairly large amounts of heavy metals. Baltimore City has difficulty in finding dumping areas willing to accept their sludge because of this.)

13. Comments concerning Chapter IV.F. Noise Impact, page IV-13.

a. The sound level, that those living near the right-of-way are expected to tolerate is 10 dB too high (source: Sound System Engineering, by Donald and Carolyn Davis, Howard W. Sams & Company, Inc., New York, 2d Edition, 1976, Inclosure 1. This reference recommends 60 dBA for highways, not the 70 dBA shown as adequate in the Environmental Statement.)

b. It seems more than interesting that the use of noise barriers is not listed as one of the alternatives, which means that it will not be incumbent upon the State to put them in! It means little that the document addresses noise levels with and without barriers. It is not clearly stated as binding in any alternative.

c. The control of heavy vehicles is not listed among or within any alternative; therefore, this falls into the "eyewash" category. Nothing is said of motorcycles, many of which appear to lack mufflers.

d. Why was not the section of Maryland Route 702 between Marlyn Avenue and Stemmers Run Junior High School identified for the acoustical study? It would appear that the results along this route would more closely approximate the study area.

14. Page IV-20, paragraph 4, since our community is built on a swamp and currently experiences flooding problems during extensive rain storms, it can only be concluded that we will experience additional flooding conditions with the construction of this road. The additional flooding will cause adverse affects on our entire community.

15. Page IV-21, paragraph I, it is the opinion of this community and several others that we have talked with, that the wetlands located behind our community will definitely be affected by the run-off from the roadway. This run-off will cause additional pollutants to the already polluted water, and would not help to clean up the presently polluted water, which is a major concern of the Ecologists.

After careful scrutiny of the Environmental Statement, we find it to be incomplete, and it does not list several important factors as viable options, such as noise barriers, and/or State acquisition of properties adjacent to the roadway. It is one thing to address and mention noise barriers, and quite another to present their use as a real alternative to noise problems. It should be noted here that in our presentation at the Public Hearing in December 1980, we pointed out that the Air Quality Statement portion of the Environmental Statement was incomplete. Thus, it appears that the State has ignored again our comments.

In addition, our community has had an electronics engineer review the Environmental Statement for completeness. Keeping in mind this individual is strictly neutral in this situation, his conclusion was basically the same as ours. He further suggested that Alternatives 3B and 3C would be completely unbearable to the residents of our community, as well as to the residents of Old Country Ridge living along Southeastern Terrace and Essexshire Gate Apartments along the proposed road site.

On the basis of the above conclusion that the study is incomplete, it is recommended that the State present a more complete statement of environmental impact on such things as Ozone, NOX, particulate matter, etc. Our community would also be interested in the proposed new sewage system that may be planned for our area, which will definitely present long term impact on the air and water quality of the area. Further, it is recommended that if the State builds the road, that they be bound to erect noise barriers along the right-of-way, or similar statements binding the State to purchase all the properties adjacent to the right-of-way, extending at least 150 feet on either side of the proposed roadway, due to the excessive noise and air pollution levels, which will result.

It is also recommended that the State re-run the acoustical study with a site along the Maryland Route 702 between Marlyn Avenue and Stemmers Run Junior High School. This is suggested as a more appropriate location than the one used in Dundalk.

It is further suggested that the Environmental Statement be re-done without consideration of the Maryland Annual Vehicle Inspection Law, due to the lack of Federal funds, as explained earlier. This statement holds true for the relaxed Federal automobile pollution standards now in effect. It is felt that without the impact of these two laws, life will be unbearable along the right-of-way. The foregoing is the reason why this community feels a NO BUILD or MINIMUM OF EXISTING LINES are better alternatives, because towns slow up

DEEP CREEK VILLAGE IMPROVEMENT ASSOCIATION, INC.

ENC -6-

traffic, which reduces noise and displaces pollution away from residential areas! Also, business areas are noisier anyway, and they generally quiet down after business hours.

We trust that a complete review of these statements will be considered when evaluating this Environmental Statement, and the necessary action taken. If there are any questions concerning this matter, please feel free to contact Mrs. Joan LaFlame at 682-5485.

Respectfully,

Robert Braman

ROBERT BRAMAN
President
Deep Creek Village Improvement
Association, Inc.

1 Enclosure
As Stated

Copies furnished:

- The Honorable Harry Hughes, Governor, State of Maryland
- The Honorable Clarence D. Long, Maryland State Congressman
- The Honorable Donald Hutchinson, Baltimore County Executive
- Mr. Donald Honeywell, State Highway Administration
- Mr. M. S. Caltrider, Administrator, State Highway Administration
- Mr. Emil Elinsky, Federal Highway Administration

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Response to Deep Creek Village
Improvement Association's letter dated August 6, 1981

1. See Section IV-P, Energy Usage, page IV-26 thru 28. The energy/fuel economy analysis was undertaken for a composite of all vehicles using Back River Neck Road and/or Maryland Route 702 Extended within the study area. Consequences of the proposed action would occur at different rates to different groups and are, in effect, an overall comparison to the No-Build. The worst case situation in terms of community accessibility occurs when the only direct connection between the New Country Ridge subdivision and Maryland 702 Extended consists of an off ramp from the southbound roadway into Mansfield Road. For the Deep Creek Village community, round-trip fuel usage for all traffic to and from Maryland Route 702 north of Eastern Boulevard would be slightly more than today's route via Back River Neck Road even though traffic from Maryland Route 702 southbound would have direct access into the community. However, round-trip travel times would be less using the proposed highway. For trips to and from Back River Neck Road, trip length, time and, consequently, fuel usage would be higher for Alternate 3C than with the No-Build or with Alternate 2.

With regard to school trips to Mars Estates Elementary School, coordination with the Baltimore County Board of Education has indicated that at the time of highway construction (1988+), the schools in operation, public school enrollment and school bus routes are matters of speculation. Elementary students may be re-assigned to other schools to avoid crossing Maryland Route 702 Extended, or for other good and sufficient reasons.

Although noise levels would increase as a result of the proposed action (Alternate 3C), residents would not have to resort to a closed-window existence (i.e., air-conditioners in the summer). Heat usage would be unaffected.

2. Table 1, refers to "Design Speed", a speed selected for design and correlation of the physical features of the highway. For safety reasons highways are usually designed for a speed 10 MPH greater than the anticipated posted speed. In this case, reduction of the design speed would not result in revision of horizontal or vertical geometries which are major influences upon project cost nor would social impacts be substantially reduced. The posted speed limit for this roadway would probably be 45 or 50 MPH. The design speed of Maryland Route 702 north of Eastern Boulevard is 70 MPH, with a posted speed limit of 55 MPH.

- 3. We agree. As indicated on pages III-8 and IV-2 thru 4, the extension of Mansfield Road to East Homberg Avenue is one of several options previously considered to provide adequate community accessibility. The selected action does not include the extension of Mansfield Road, just a sidewalk for pedestrian traffic. The selected action is not expected to significantly increase traffic volumes on Mansfield Road.
- 4. See pages IV-19 and 20, and IV-24 thru 26. This project will not impact any wetland since SHA is committed to stringent application of a sediment control plan, particularly in the vicinity of Deep Creek and Muddy Gut "to prevent damage to the existing wetlands and aquatic community". Other commitments will include reconstruction of the relocated portion of Deep Creek with a meander, avoiding construction activities at Deep Creek and Muddy Gut crossings during anadromous fish runs, and directing roadway runoff through grassed swales and other vegetated areas to minimize introduction of pollutants into tributaries of Back River.

The deposition rate of most roadway-related pollutants is a function of "axle-miles" traveled. Because the total number of axle miles of travel in the Peninsula is not expected to significantly vary in the design year between the No-Build and Alternates 3B/3C, total roadway-related pollutants are not anticipated to increase with Alternates 3B/3C. In comparison to today's levels, future levels of roadway pollutants are anticipated to increase regardless of alternate selected. The quantity of roadway runoff containing water borne heavy metals is not significant.

We have carefully evaluated this project and have found that it would have no affect on any area used by migrating or wintering geese, unless they forage occasionally in the portion of the proposed right of way now being farmed. If so, the geese will probably move into adjacent farmland, and will not be intimidated by the new roadway. Likewise, the "partridges" (probably Quail) will move to adjacent oldfield habitat or brushland, which is abundant in this area and provides good habitat for this species.

The wooded areas within the study area do not support wildlife populations of importance and their loss from the study area would not significantly alter the existing ecosystem. It should be noted that all of these unimproved areas are zoned for commercial or residential development and, even if the No-Build alternate were selected, conversion to development would be expected.

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5. Although there are advance signs for the termination of Maryland Route 702 at Old Eastern Avenue, the accident history at this intersection would seem to attest to unexpected conditions at the cited intersection.
6. The 250-space parking lot has been excluded from the selected alternate.
7. Special engineering soils studies are not crucial to the selection of locational alternates on the basis of a considered opinion that vibration from construction and operational phases are not expected to significantly accelerate deterioration of adjacent residences. Decisions as to the warrants for special engineering soils studies will be rendered during the subsequent design phases when more definitive soils information becomes available. Also, during the final design phase consideration will be given as appropriate to including special provisions in the contract documents specifying preconstruction inspection procedures and responsibility for possible damages.
8. Thanks for your comment - no response required.
9. The traffic volumes predicted for the year 2008 along Back River Neck Road are for Back River Neck Road only, and are estimated to be approximately equal to today's traffic volume. As stated in the cited paragraph, total corridor traffic predicted on the Peninsula in the design year "is expected to be evenly divided between existing Back River Neck Road and the extension of Maryland Route 702". Thus, Maryland Route 702 is predicted to also carry about the same volume of traffic during the design year as Back River Neck Road does today. In other words, total corridor traffic volumes are predicted to nearly double. If Maryland Route 702 is not extended, traffic volumes would double along Back River Neck Road resulting in significantly aggravated congestion.
10. See pages III-8, IV-2, and IV-26 to 28. The issue at the intersection of Alternate 3 and West Williams Avenue/Mansfield Road is safety for both motorists and pedestrians. Placing a single right turn lane at this location in conjunction with a pedestrian crossing, and not opening the median for a full intersection, would provide optimum traffic service and pedestrian safety while maintaining some local access. In addition, the closure of this crossing is strongly supported by residents and community associations east of the project, and was included in the original plans and right-of-way reservation for this highway. Optional methods of accommodating pedestrians are discussed in this FEIS on page II-6. See SHA response #13 for noise impacts at access points.

11. As stated in the DEIS pages IV-11 to 12, regional pollutants such as hydrocarbons, oxides of nitrogen and precursors of photochemical oxidants are addressed through the regional planning process to ensure that air quality considerations are adequately addressed. No air quality standards have been established for transportation related particulates. (Probable construction phase episodes of particulate pollution and standardized mitigation measures are addressed on page IV-13.) Only carbon monoxide (CO), a localized pollutant, is quantitatively analyzed to determine air quality impacts from the proposed project. Predicted CO levels have been modelled based on current state-of-the-art methodologies and compared to State and National Air Quality Standards. These standards were established to protect the health and welfare of the vulnerable segment of the population. As stated on pages IV-10 to 12, no violation of these standards are predicted to occur as a result of this project.

The mandatory phase of the Maryland Motor Vehicle Emissions Inspection Program (VEIP) is proposed for implementation on January 1, 1985. No changes in the scheduled implementation have occurred to date.

e. Not project related. Thank you for your comment.

f. See response 4 for water borne pollutants.

Recent research has been conducted by the U.S. DOT/FHWA on risks associated with vehicular emissions of lead (Pb) which is the principle transportation related airborne heavy metal pollutant. This research ("A Highway Microscale Lead Analysis" by J. R. Chaves and P. Hatzi, April, 1981) has found that lead is not a threat to public health and welfare. The Maryland Department of Health and Mental Hygiene has concurred in the findings of this research.

13. Noise Analysis, Section IV-F

- a. While "tolerable" noise levels are clearly a subjective and debatable issue, Federal regulations specify a 70 dBA noise level for residential properties adjacent to highway projects. This Federal Design Noise Level applies to all federally-funded highway projects.
- b. As stated on pages IV-17 and IV-18, noise barriers are listed as an alternate mitigation strategy to be evaluated during subsequent design phases. The integrity of noise barriers is best preserved when the number and size of openings (required at access points) are kept to an absolute minimum. The trade off which must be evaluated at any potential access point is community accessibility versus the integrity of the noise mitigation measure. In this case, based on community comments, the Project Planning Team decided that an opening in a potential noise barrier at Mansfield Road was warranted on behalf of accessibility. Residents along Williams Avenue have consistently objected to any connection of their street to Maryland Route 702 thus facilitating continuity of potential barriers

on their side of the proposed highway. Other strategies to mitigate noise impacts have also been identified. Because of the controversial nature of noise barriers in general, the only commitment that can be made at this time is that noise barriers will be considered together with other strategies as a part of this highway construction, and further coordination will be carried out with effected communities during the final design phase.

- c. The prohibition of heavy trucks was discussed as a noise control measure on page IV-16. After further consideration it is recommended that heavy trucks be prohibited along the extension of Maryland Route 702 between approximately 7 PM and 7 AM, subject to field verification and subsequent adjustment.
 - d. As cited in footnote 1 on page IV-14, a noise sampling study was made along Merritt Boulevard (Baltimore County, Maryland) near the Dundalk Community College. This location was selected because its existing traffic volumes closely approximate the design year traffic on Alternate 3, the cross-section of Merritt Boulevard and the relative location of adjacent two-story brick group homes are nearly identical to Alternate 3 through the New Country Ridge Community, and it is located close enough to the study area to be familiar to study area residents. The location along existing Maryland Route 702 requested by the Association has none of the similarities and would not constitute an appropriate validation test.
14. Construction of the selected action would not worsen the existing flooding conditions. All highway-related drainage would be designed to minimize any potentially adverse impacts. Construction of the project may reduce overall flooding potential.

15. See SHA response No. 4.

Page 5, Paragraph 4

This Project Planning study and the reporting of findings in the DEIS has been performed in accordance with all Federal and State laws and regulations and is adequate to support selection of the proposed action. All commitments which are feasible and proper have been included in the selected action. The question of a commitment to construction of noise barriers is addressed in response #13, preceding. The SHA lacks both legislative authority and financial means to purchase properties not required for highway use.

3. Agencies -

The Draft Environmental Impact Statement was circulated in June, 1981 to all agencies listed in Section IV.¹ Agencies that submitted comments are identified in the following table along with a summary or pertinent quote taken from their response. Following the table are copies of all response letters, arranged in chronological order. Added to these copies, where appropriate, are comments or references to the sections of this Final EIS that deal with questions, comments, or suggestions provided by the reviewing agency.

Also included in this section, to complete the record of recent coordination, is a Memorandum of the August 19, 1981 Quarterly Inter-Agency Review Meeting held by the State Highway Administration, and attended by U. S. Fish & Wildlife Service, National Park Service, EPA, Army Corps of Engineers, Federal Highway Administration and the Maryland Water Resources Administration.

¹ As noted in the previous section, the Draft Document was originally circulated in September, 1980 as an Environmental Assessment. Only one comment letter was received as a result of that Document. That letter (Baltimore County Department of Public Works, dated November 28, 1980) is included in the following list.

<u>DATE</u>	<u>SOURCE</u>	<u>COMMENTS</u>
11/28/80 ¹	Baltimore County Department of Public Works	Substantial comments on Draft EIS, but no clear alternate preference stated; noted that "improvements proposed under Alternate 2 do little, if anything, to improve existing conditions....".
6/24/81	Baltimore County Assistant to County Administrative Officer	"This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives."
6/24/81	Baltimore County 5th District Councilman	"This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives."
6/24/81	Baltimore County Director of Public Works	"This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives."
6/24/81	Baltimore County, Office of Planning & Zoning	"This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives."
6/30/81	U. S. Coast Guard	"A Coast Guard Permit will not be required for the project."

¹ This letter was submitted in response to original circulation of the Environmental Document for this project as an Environmental Assessment in September of 1980.

<u>DATE</u>	<u>SOURCE</u>	<u>COMMENTS</u>
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6/30/81	Maryland Department of Natural Resources, Tidewater Administration, Tidal Fisheries Div.	"From the aquatic habitat standpoint, Alternatives 1 & 2 are preferable to 3B, which is preferable to 3C."
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RESPONSE

The selection of an alternate is a function of many concerns, including aquatic habitat. While Alternate 3C was chosen because it best satisfies traffic capacity and safety objectives, mitigation for potential adverse aquatic impacts is also recommended. See Section II-D.

7/ 1/81	Maryland Department of Health & Mental Hygiene	Agency stated that "the project is not inconsistent with this agency's plans, programs or objectives", but pointed out the need for "conscientious effort to minimize pollution from runoff".
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7/ 6/81	Maryland Department of Natural Resources, Tidewater Administration, Coastal Resources Div.	"The Tidewater Administration has reviewed the referenced document and finds that the project is not inconsistent with the objectives of this agency."
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7/ 7/81	Maryland Department of State Planning	"For the protection of children attending Mars Estates Elementary School, Alternate 3 would seem to be clearly preferable over alternates generating higher county concentrations at the school site."
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7/ 8/81	Baltimore County Department of Public Works	Editorial comments only, no alternate preference stated (see letter dated 11/28/80).
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<u>DATE</u>	<u>SOURCE</u>	<u>COMMENTS</u>
7/13/81	Maryland Department of Natural Resources, Wildlife Administration	"Having reviewed the various alternatives, it's apparent that none of them will significantly impact wildlife."
7/13/81	U. S. Department of Commerce, National Marine Fisheries Service	"Provided strict sediment control measures are enforced, the project alternatives should not significantly affect resources for which the National Marine Fisheries Service has responsibility."
	<u>RESPONSE</u>	Strict sediment control measures will be included with Alternate 3C.
7/13/81	U. S. Department of Transportation, Office of Environment and Safety	"We have no specific comments to offer on the statement."
7/17/81	Regional Planning Council	"The Transportation Steering Committee considered this project at its July 17, 1981 meeting and recommended endorsement."
7/20/81	Maryland Department of Natural Resources, Water Resources Administration, Watershed Permits	"From the Watershed Permits Division perspective alternative 2 is preferred." "Alternate 3B would be preferred over Alternate 3C."
	<u>RESPONSE</u>	See Section II-D and response to MDNR letter of June 30, 1981.
7/22/81	U. S. Department of Agriculture, Forest Service	Editorial comments only, no alternate preference stated.

<u>DATE</u>	<u>SOURCE</u>	<u>COMMENTS</u>
7/30/81	U. S. Army Corps of Engineers	Letter discusses applicability of Section 404 Permits, but states no alternate preference.
8/10/81	U. S. Environmental Protection Agency	Gave Draft EIS an acceptable classification and requested that SHA "include a more complete description" of culvert and channelization work in Deep Creek.
	<u>RESPONSE</u>	See Section II-D.
8/11/81	U. S. Department of the Interior, Office of Environmental Project Review	No alternate preference stated.
8/19/81	U. S. Department of Housing & Urban Development	No alternate preference given. HUD endorsed the use of noise barriers and requested additional discussion of visual impacts.
	<u>RESPONSE</u>	Subsequent review of the wall type noise barriers has determined they may not be cost effective based on a comparison of the noise reduction achieved and the cost of the barriers. The technique that is more likely to be used is an "open-graded" bituminous roadway surface. Landscaping would be provided to shield the communities from the roadway. Coordination will continue with the affected property owners through final design to discuss specific noise mitigation techniques.
8/19/81	SHA Quarterly Inter-Agency Review Meeting	See Summary for list of attendees and points discussed.



BALTIMORE COUNTY
DEPARTMENT OF PUBLIC WORKS
TOWSON, MARYLAND 21204

HARRY J. PISTEL, P. E.
DIRECTOR

November 28, 1980

Mr. William F. Schneider, Jr., Chief
Bureau of Project Planning
State Highway Administration
300 West Preston Street - Room 404
Baltimore, Maryland 21201

Re: Environmental Assessment
Maryland Route 702 Extended
Essex, Baltimore County, Maryland

Dear Mr. Schneider:

We have reviewed the Environmental Assessment for the subject project which was transmitted to the Department of Public Works by the October 29, 1980 letter from Hal Kassoff. Comments from other departments of Baltimore County will be transmitted separately. Comments of the Department of Public Works are as follows:

1. We note that you have included a letter dated August 28, 1979 from County Executive Donald P. Hutchinson to Maryland Department of Transportation Secretary James J. O'Donnell in which the County Executive recommends what has come to be known as Alternates 3B or 3C and states that the road project is urgently needed. We further note that you have stated (p.I-12) that Maryland Route 702 Extended in new location (Alternate 3B or 3C) is recommended as an immediate element of Baltimore County's Adopted Master Plan. The Environmental Assessment makes it clear that the improvements proposed under Alternate 2 do little, if anything, to improve existing conditions along the segment of Back River Neck Road from Old Eastern Avenue to Hyde Park Road.
2. On p.III-10 you explain that "localized improvements to County facilities are not presented in this document." If Alternate 3B or 3C is selected, intersecting County roads will require improvement in their approaches to Maryland Route 702 Extended. We understand that our desired paving widths and typical sections for such roads will be considered when the project design phase proceeds.
3. On p.III-10 you state that "as a part of Alternate 3C, other existing County roadways (such as Back River Neck Road) may be widened by Baltimore County." We will be willing to consider some improvements

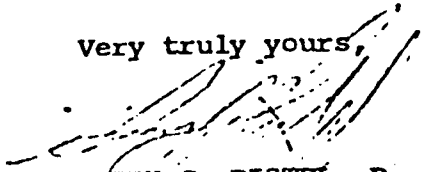
Mr. William F. Schneider, Jr.
Page Two
November 26, 1980

to Back River Neck Road as plans for the Maryland Route 702 Extension advance to the construction stage. However, Baltimore County has no plans or funds for any work on Back River Neck Road widening in the foreseeable future.

4. We fully support your intention to improve the existing grade on Maryland Route 702 approaching the Old Eastern Avenue intersection. However, we believe that this can be attained with acceptable vertical curve geometry and sight distance without raising the elevation at Old Eastern Avenue as severely as the three feet stated on p.III-7. We request that any reference to the specific amount of fill be deleted from the Environmental Assessment and all possible consideration be given to properties along Old Eastern Avenue.
5. We request that an additional Pedestrian Access Alternative for the proposed closing of the existing Williams Avenue/Mansfield Road crossover be detailed to accompany the three set forth on pps.IV-3 and IV-4. In the event that it is decided not to extend Mansfield Road as a vehicular roadway, an alternative consideration should be the construction of a sidewalk only, from the end of existing Mansfield Road northerly to East Homberg Avenue adjacent to Maryland Route 702 Extended. This would provide pedestrian access from the New Country Ridge development to the north and east without intensifying vehicular traffic and its resultant complications for parking along Mansfield Road.
6. The October 29, 1980 letter from Hal Kassoff transmitting the Environmental Assessment states that "the alternate fringe parking lots shown in the enclosed Environmental Assessment are no longer under consideration in the Project Planning Study." We request that the statement be reworded to permit further consideration of such lots when the project design is undertaken and urge that the descriptions and benefits of the fringe parking lots be retained in the document.

Recent policy changes prevent consideration of such lots by the SHA at this time.

Very truly yours,



HARRY J. PISTEL, P. E.
Director, Department of Public Works

HJP:ISP:hh

- cc The Honorable Donald P. Hutchinson
Mr. Norman E. Gerber
Mr. Stephen E. Collins
Mr. John J. Trenner
Mr. I. Scott Poehlman

NAME: Ms. Honora M. Freeman
Assistant to County Administrative
Officer
Mezzanine, Old Court House
Towson, Maryland 21204

DATE: June 24, 1981

54

B & P Meeting: 7/10/81
R P C Meeting: 7/24/81

Joint RFP/CMESA Review Cycle (up to 60 days)

SUBJECT: REFERRAL COORDINATOR REVIEW SUMMARY

Applicant: REFERRAL SOURCE: Dept. of State Planning

Project: Draft EIS - Maryland Route 702

R & R File No.: 81-180

Comments Should be Returned By: July 8, 1981

REGIONAL PLANNING
COUNCIL
BALTIMORE, MD
EST. 15 1961
BALTIMORE, MD, MARYLAND

This project has been forwarded to the following local departments or agencies
(Check appropriate blanks and attach comments from the reviewing agencies):

_____ Planning _____ Public Works
_____ Environmental Protection _____ Human Relations
_____ Others (specify) _____

JURISDICTION'S COMMENTS

Check One

- _____ This jurisdiction has no comments on this particular project.
- X _____ This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives.
- _____ This project raises problems concerning incompatibility with local plans, or intergovernmental, environmental or civil rights issues and a meeting with the applicant is requested (attach comments).
- _____ This project raises problems concerning incompatibility with local plans, or intergovernmental, environmental or civil rights issues, however, a meeting with the applicant is not requested (attach comments).
- _____ This project is generally consistent with local plans, but qualifying comments are necessary (attach comments).

RETURN TO:
Coordinator, Metropolitan Clearinghouse
Regional Planning Council
2225 N. Charles Street
Baltimore, Maryland 21218

Signature H.M. Freeman
Title Asst. to the Adm. Officer
Agency County Administrative Office
Date 7/13

Date: June 24, 1981

58

TO: Ms. Honora M. Freeman
Assistant to County Administrative
Office
Mezzanine, Old Court House
Towson, Maryland 21204

SUBJECT: PROJECT NOTIFICATION REVIEW

Applicant: REFERRAL SOURCE: Dept. of State Planning

Project: Draft EIS - Maryland Route 702 Extended

R & R File No.: 81-180

Comments Should be Returned By: July 8, 1981

Check One

This agency has no comments on this particular project.

This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives.

This project raises issues concerning incompatibility with local plans or intergovernmental problems and a meeting with the applicant is requested (Specify below).

This project raises issues concerning incompatibility with local plans or intergovernmental problems, however, a meeting with the applicant is not requested (Specify below).

This project is generally consistent with local plans, but qualifying comments are necessary (Specify below).

Comments

Do this project as fast as possible

RETURN TO LOCAL REFERRAL COORDINATOR
NAMED ABOVE

Signature *[Handwritten Signature]*
Title *County Council*
Agency *5th District*

56

Date: June 24, 1981

TO: Ms. Honora M. Freeman
Assistant to County Administrative
Office
Mezzanine, Old Court House
Towson, Maryland 21204

SUBJECT: PROJECT NOTIFICATION REVIEW

Applicant: REFERRAL SOURCE: Dept. of State Planning

Project: Draft EIS - Maryland Route 702 Extended

R & R File No.: 81-180

Comments Should be Returned By: July 8, 1981

Check One

This agency has no comments on this particular project.

This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives.

This project raises issues concerning incompatibility with local plans or intergovernmental problems and a meeting with the applicant is requested (Specify below).

This project raises issues concerning incompatibility with local plans or intergovernmental problems, however, a meeting with the applicant is not requested (Specify below).

This project is generally consistent with local plans, but qualifying comments are necessary (Specify below).

Comments _____

RETURN TO LOCAL REFERRAL COORDINATOR
NAMED ABOVE

Signature Honora M. Freeman
Title Director
Agency Office of Planning & Zoning

59

Date: June 24, 1981

TO: Ms. Honora M. Freeman
Assistant to County Administrative
Office
Mezzanine, Old Court House
Towson, Maryland 21204

SUBJECT: PROJECT NOTIFICATION REVIEW

Applicant: REFERRAL SOURCE: Dept. of State Planning

Project: Draft EIS - Maryland Route 702 Extended

R & R File No.: 81-180

Comments Should be Returned By: July 8, 1981

Check One

- This agency has no comments on this particular project.
- This project is consistent with or contributes to the fulfillment of local comprehensive plans, goals and objectives.
- This project raises issues concerning incompatibility with local plans or intergovernmental problems and a meeting with the applicant is requested (Specify below).
- This project raises issues concerning incompatibility with local plans or intergovernmental problems, however, a meeting with the applicant is not requested (Specify below).
- This project is generally consistent with local plans, but qualifying comments are necessary (Specify below).

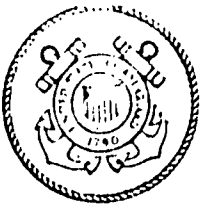
Comments _____

RETURN TO LOCAL REFERRAL COORDINATOR
NAMED ABOVE

Signature _____

Title _____

Agency _____



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS: 58
COMMANDER (oan)
FIFTH COAST GUARD DISTRICT
FEDERAL BUILDING
431 CRAWFORD STREET
PORTSMOUTH, VA 23705

16591
30 June 1981

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

Dear Mr. Schneider:

This letter is in response to your request of June 11, 1981, for comments concerning the proposed extension of Maryland route 702 along Back River Neck.

The proposed alternates of the project, as described in the draft environmental impact statement do not demonstrate a case for Coast Guard jurisdiction. The proposed stream crossings are non-navigable for bridge permitting purposes. A Coast Guard permit will not be required for the project.

Sincerely,

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



Use this sign
on all roads with



59

JAMES B. COULTER
SECRETARY

LOUIS M. PHIPPS, JR.
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TIDEWATER ADMINISTRATION
TAMES STATE OFFICE BUILDING
ANNAPOLIS 21401

June 30, 1981

269-3558

MEMORANDUM

MEMO TO: Elder ~~Chignarelli~~, CRD
FROM: Wm. P. Jensen, TFD
SUBJ: Draft EIS Maryland Route 702 Extended,
Patapsco drainage

This project EIS considers four alternatives to upgrading traffic service to the Back River Neck area via Maryland Route 702. Alternatives may be divided into two general groups with regard to aquatic impacts. Alternatives 1 & 2 would present virtually no new impact while alternatives 3B and 3C will require some stream realignment. Streams which would be impacted are relatively degraded however they are tributary to Muddy Gut and Deep Creek which have supported anadromous fish runs. Major construction associated impacts to the aquatic environment can be avoided by prohibiting instream construction from 1 March to 15 June and stringent implementation of sediment control practices. From the aquatic habitat standpoint Alternatives 1 & 2 are preferable to 3B which is preferable to 3C.

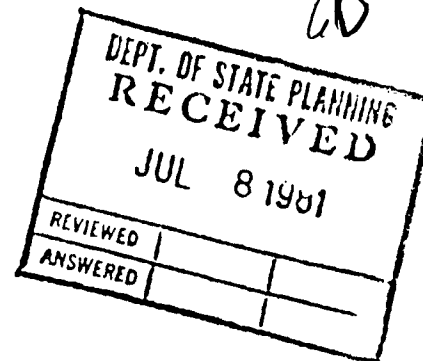
These comments were prepared by Steve Early, Tidal Fisheries Division.

WPJ/SE/pah

These suggestions are included in the list of Commitments for Mitigation Measures, See section II c

Date: July 1, 1981

Maryland Department of State Planning
State Office Building
301 West Preston Street
Baltimore, Maryland 21201



SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Draft EIS - Md. Rte. 702 Extended (Balto. County)

State Clearinghouse Control Number: 81-6-995

CHECK ONE

This agency has reviewed the above project and has determined that:

1. The project is not inconsistent with this agency's plans, programs or objectives and where applicable, with the State approved Coastal Zone Management Program. _____
2. The project is not inconsistent with this agency's plans, programs or objectives, but the attached comments are submitted for consideration by the applicant. XX (over)
3. Additional information is required before this agency can complete its review. Information desired is attached. _____
4. The project is not consistent with this agency's plans, programs or objectives for the reasons indicated on attachment. _____

Signature: William M. Eichbaum
 Title: Assistant Secretary for Environmental Programs
 Agency: Department of Health
 Address: 201 West Preston Street
Baltimore, Maryland 21201

cc: Dr. Max Eisenberg
Dr. Donald J. Roop

01
Back River is probably the most polluted river in the state. Millions of dollars have been spent to upgrade the Back River sewage treatment plant. This points to the need for a conscientious effort to minimize pollution from runoff by all responsible state and local agencies to improve over all water quality in the area.

See section II c



67

JAMES R. COULTER
SECRETARY

LOUIE N. PHIPPS, JR.
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
TIDEWATER ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS 21401

(301) 269-2784

MEMORANDUM

TO: Paul Clement,
Watershed Permits Division, WRA

FROM: Elder Giuseppe, Jr.,
Coastal Resources Division,
Tidewater Administration

DATE: July 6, 1981

SUBJECT: DEIS, Rtc. 702 extended, Baltimore County - Clearinghouse Project
#81-6-995.

The Tidewater Administration has reviewed the referenced document and finds that the project is not inconsistent with the objectives of this agency. Regarding the proposed alternatives, please note the preferred alternates as stated in the attached memorandum from the Tidal Fisheries Division. Also note the recommended restriction of instream construction activity from 1 March to 15 June.

rrc

Attachments

See list of Commitments for
Mitigation Measures given in
Section II C

WRA
DATE

Maryland Department of State Planning
State Office Building
301 West Preston Street
Baltimore, Maryland 21201

68

DEPT. OF STATE PLANNING RECEIVED	
JUL 7 1981	
REVIEWED	
ANSWERED	

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Draft EIS - Md. Rte. 702 Extended (Balto. County)

State Clearinghouse Control Number: 81-6-995

CHECK ONE

This agency has reviewed the above project and has determined that:

1. The project is not inconsistent with this agency's plans, programs or objectives and where applicable, with the State approved Coastal Zone Management Program. —
2. The project is not inconsistent with this agency's plans, programs or objectives, but the attached comments are submitted for consideration by the applicant. X
3. Additional information is required before this agency can complete its review. Information desired is attached. —
4. The project is not consistent with this agency's plans, programs or objectives for the reasons indicated on attachment. —

Signature: Jeff D. Bresee

Jeff D. Bresee

Title: Coordinator for Planning

Coordinator for Planning

Agency: State Planning - PSCP

State Planning - PSCP

Address: 200 W. Baltimore St.

200 W. Baltimore St.

For the protection of children attending Mars Estates Elementary School, Alternate 3 would seem to be clearly preferable over alternates generating higher county concentrations at the school site.



BALTIMORE COUNTY
DEPARTMENT OF PUBLIC WORKS
TOWSON, MARYLAND 21204

CH

HARRY J. PISTEL, P. E.
DIRECTOR

July 8, 1981

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

Reference: Draft Environmental Impact Statement
Maryland Route 702 Extended
From Old Eastern Avenue to Back River Neck Road
Essex, Baltimore County, Maryland

Dear Mr. Schneider:

We have reviewed the Draft Environmental Impact Statement for the subject project which was transmitted to the Department of Public Works by letter dated June 11, 1981 from Hal Kassoff.

By letter dated November 28, 1980 to you from this office, we submitted our comments upon review of the Environmental Assessment for this project. Since the Draft Environmental Impact Statement is basically the Environmental Assessment previously reviewed, our earlier comments are still pertinent.

The E.I.S. retains the statement (p.III-7) that Old Eastern Avenue would be raised 3 feet at the intersection with Maryland Route 702. Once again we request that any mention of specific height of raising grade be deleted from the final document. We are concerned that properties along Old Eastern Avenue could be adversely affected by excessive fill and believe that a satisfactory vertical alignment can be achieved in this vicinity without raising Old Eastern Avenue as much as 3 feet.

Other items of concern in the E.I.S. have been addressed in your Project Planning Staff recommendation submitted to the State Highway Administrator by memorandum dated March 23, 1981 from Hal Kassoff, with copies submitted to Baltimore County representatives. We look forward to further input pertinent to the Project Planning Recommendation at the Administrative Review meeting when you reschedule it in the future.

Mention of specific grade
increase for old Eastern
Avenue has been deleted.
See section IIβ

Sincerely,

HARRY J. PISTEL, P. E.

HJP:ISP:mjh

cc: The Honorable Donald P. Hutchinson
Mr. Norman E. Gerber
Mr. Stephen E. Collins
Mr. John S. Thanner



63

TO Paul Clements

DATE July 13, 1981

FROM Carlo R. Brunori *CRB*

RECEIVED

SUBJ: MD 702 Extended, Baltimore County 81-6-995

JUL 14 1981

Having reviewed the various alternatives, its apparent that none of them will significantly impact wildlife. WARE... PERMITS ADMIN... WATER-RELATED PERMITS

The land previously set aside for a highway provides an open-space suited primarily as a resting/feeding area for various passerines. Beyond that its limited by the lack of adequate cover except at a few places. Use of this alignment will obviously have more impact on local wildlife than would using Back River Neck Road, but its not a severe impact.

If the revised land is used, the County may be interested in setting aside other open-space areas. These would not only serve the public by providing natural areas, but also provide excellent habitat for wildlife, especially songbirds. Little if any landscaping would be required to establish such an area. If their interested, we'll be glad to help in any way we can.

Inland Fisheries does not anticipate any problems with the project.

This recommendation has been forwarded to Baltimore County for consideration.

CRB:SEM:wfs



66
UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Services Division
Habitat Protection Branch
7 Pleasant Street
Gloucester, Massachusetts 01930
JUL 13 1981

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

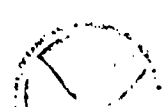
Dear Mr. Schneider:

We have reviewed the Draft Environmental Impact Statement entitled Maryland Route 702 Extended From Old Eastern Avenue to Back River Neck Road. Provided strict sediment control measures are enforced, the proposed alternatives should not significantly affect resources for which the National Marine Fisheries Service has responsibility.

Sincerely,

Ruth O. Rehfus
Acting Branch Chief

See section II c



GA

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

Memorandum

DATE July 13, 1981

SUBJECT Draft Environmental Impact Statement: Highway
Project Route 702, Baltimore, Maryland,
FHWA-MD-EIS-81-3-D

In reply
refer to

FROM Director, Office of Environment and Safety

TO Chief, Environmental Programs Division
Federal Highway Administration, HEV-10

We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.


Martin Convisser

REVIEW AND REFERRAL MEMORANDUM

Project: 81-180 Draft EIS - Maryland Route 702 Extended. The objective of the project is to extend Maryland Route 702 approximately two (2) miles from its present terminus at Old Eastern Avenue south to Back River Neck Road. The project will complete the planned highway connection between the Baltimore Beltway (Maryland Route 695) and the Back River Neck Peninsula, and thus provide a safe and efficient roadway satisfying the anticipated traffic demands in the Back River Neck Peninsula. It will also reduce congestion and accident rates on Back River Neck Road. The most significant environmental effect would be the introduction of vehicular noise into an area that is currently not experiencing traffic related noise.

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

The Transportation Steering Committee considered this project at its July 17, 1981 meeting and recommended endorsement.

Recommendation: ENDORSEMENT IS RECOMMENDED

I HEREBY CERTIFY that at its 206th meeting, held July 17, 1981, the Regional Planning Council concurred in this Review and Referral Memorandum and incorporated it into the minutes of that meeting.

July 17, 1981

DATE

WALTER J. KOWALCZYK, JR.

Walter Kowalczyk
Executive Director



69
THOMAS C. ANDREWS
DIRECTOR

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

MEMORANDUM

TO: Karen Pushkar, Clearinghouse Coordinator
FROM: Earl Shaver, Watershed Permits *ES*
DATE: July 20, 1981
RE: Draft Environmental Impact Statement; Md Rte 702
extended - Baltimore County - Clearinghouse
81-6-995 - WRA No. 79-PP-0417

The attached comments are in response to the review of the above referenced project by DNR Personnel.

In addition to the comments above the Watershed Permits Division offers the following comments:

1. Alternate 2 would have the least impact on the 100-year floodplains throughout the study area. From the Watershed Permits Division perspective alternate 2 is preferred.
2. Alternate 3B would have slightly less impact on the 100-year floodplain than 3C. Alternate 3B would be preferred over alternate 3C.
3. Due to the natural features of the site increases in impervious areas would have a minimum impact on downstream flooding. It would be expected that the State Highway Administration would request a waiver of any storm water management requirements.
4. All alternatives would require extensive sediment and erosion control plans to minimize any impacts to the environment.
5. The Watershed Permits Division does not require a permit be obtained for the stream crossings and channelizations as proposed in alternates 3B and 3C. However, the structures would be reviewed for methods of pollution and sediment control.

Alternate 3C is
the selected
alternate.

See section IIC

This will be coordinated
during final Design.

6. The Wetlands Division has no objections or preference to the proposed alternates. No Wetlands License or Permit is required; however, the Wetlands Division stressed that adequate sediment control be implemented to protect wetland areas downstream.

rad

71

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTHEASTERN AREA STATE AND PRIVATE FORESTRY
370 REED ROAD, - BRODMALL, PA. 19008

1950
July 22, 1981



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

Dear Mr. Schneider:

After review of the Draft Environmental Impact Statement on Maryland Route 702 Extended from Old Eastern Avenue to Back River Neck Road, the following comments are submitted for your consideration.

On page S-6 the word "comparison" should be added in the first sentence preceding Table S-1. This will provide continuity with other sections of the document which make reference to this table.

In the third sentence of the first paragraph on page III-4, the second "3B" needs to be changed to "3C". The last sentence of the same paragraph needs to be expanded to provide an explanation of why Alternate 4 and Connections A and D were dropped from further consideration. Also, we would recommend that the footnote on this page be dropped, and the information contained in this footnote be included in the main text as another alternative that was proposed but dropped from further consideration. See section IIA

On page IV-4, item 3. Subsequent Damage to Adjacent Structures, this consideration is left unresolved, and in the final EIS a decision should be made whether or not engineering soils studies are needed in making a reasoned choice among alternatives. See section IIC

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

Sincerely,

ALLEN J. SCHACHT
Area Director



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

72

REPLY TO ATTENTION OF
NABPL-E

30 JUL 1981

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

Dear Mr. Schneider:

This letter is in response to your Draft Environmental Impact Statement (DEIS) related to the proposed construction of the Maryland Route 702 extension. Comments are directed towards the three build and one "no action" alternatives, which are presently under consideration.

This agency's areas of concern are flood control hazard potentials, permit requirements under Section 404 of the Clean Water Act, Sections 9, 10, and 13 of the River and Harbor Act of 1899, and other direct and indirect impacts on Corps of Engineers existing and/or proposed projects.

The Flood Plain Management Services Program is the Corps' means of using its technical expertise in flood plain management matters to help those outside the Corps, both Federal and non-Federal, to deal with floods and flood plain related matters. Section 206 of the Flood Control Act of 1960, as amended, provides the authority for this program. The DEIS appears to adequately evaluate impacts of the project on the Deep Creek and Muddy Gut 100-year flood plains. The draft statement asserts that measures "to restore and preserve flood plain values" will be incorporated into the project so as to prevent or minimize increases in upstream water surface elevations, regulate flow release rates to match present conditions, and avoid adverse impacts on existing improvements. Assuming such measures are taken, impacts on the various 100-year flood plains should not be significant. See section IIC

Deep Creek has been determined to be subject to the regulatory authority of this office under Section 404 of the Clean Water Act. Alternate plans 3a and 3b involve the relocation of the waterway, therefore, an individual Department of the Army permit would be required prior to initiating construction. Alternate plan 2 may be authorized for purposes of Section 404

Permit will
be requested.

NABPL-E
Mr. William F. Schneider, Jr.

78
30 JUL 1987

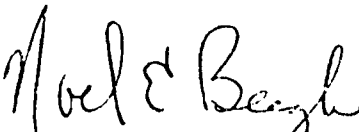
of the Clean Water Act under the Nationwide Permit program; however, this office would require more specific information before a decision regarding authorization could be made. The creek relocation and deposition of fill in alternate plans 3a and 3b would require analysis under the Environmental Protection Agency 404(b)(1) guidelines. However, this document does not contain sufficient information to enable an analysis to be prepared as described in 40 CFR 230.12(a)(3)(iv.). For further information regarding this area of concern, please contact Mrs. Terry Morgan in the Regulatory Functions Branch of Operations Division at (301) 962-4252.

There are no existing and/or proposed Corps projects within the proposed construction locale which would become adversely impacted due to construction.

The Baltimore District appreciates the opportunity to comment on your DEIS and is looking forward to review of the final statement. If we can be of further assistance, please do not hesitate to contact either Mr. Rick Popino or Mr. Larry Lower of my staff at (301) 962-2558.

Sincerely yours,

Section 404 Permit applications will be made during a later phase of this project.


WILLIAM E. TRIESCHMAN, Jr.
Chief, Planning Division



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

AUG 10 1981

1981 AUG 17 11 09 54
RECEIVED

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

Re: Maryland Route 702 Extended

Dear Mr. Schneider:

We have reviewed the Draft EIS for the project referenced above, and have classified it in EPA's reference category LO-2. The attached copy of the Definition of Codes for the General Nature of EPA Comments provides an explanation of this rating. This classification will be published in the Federal Register in order to meet our public information obligations.

We believe that this Draft EIS has presented a good discussion of the proposed project and its environmental impacts. Our principle concern at this point is the culvert and channelization work in Deep Creek. We encourage your office to include a more complete description of these activities, and associated mitigation plans, in the Final EIS.

Sincerely yours,

John R. Pomponio
John R. Pomponio
Chief
EIS & Wetlands Review Section

See section IIC and
Memorandum of Quarterly
Inter-Agency Review
(dated August 19, 1981).
reproduced in this
section.

Enclosure

David W Wallace



United States Department of the Interior

75

OFFICE OF THE SECRETARY OF THE INTERIOR
WASHINGTON, D.C. 20500

Office of Environmental Projects
15 State Street
Boston, MA 02109

EP81/1252

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

August 11, 1981

Dear Mr. Schnieder:

The Department of the Interior has completed its review of the Draft Environmental Impact Statement for Maryland Route 702 Extended. Additionally, the U.S. Fish and Wildlife Service and Maryland State Highway Administration discussed this project during the quarterly coordination meeting held on July 30, 1981. During this discussion of the project we requested that the stream proposed to be channelized near East Hamburg Ave, be meandered to increase its length and reduce storm water runoff velocity. It was indicated that this could be done. We were also informed that the proposed fringe parking lots located within the 100-year floodplain were no longer being considered. Our only remaining concerns relate to the design, implementation, and enforcement of erosion and sediment controls. Our position on future Section 10/404 Corps of Engineers permits would be one of no objection provided plans are developed as indicated.

1

This final statement should include correspondence from the State Historic Preservation Officer (SHPO) documenting that no cultural resources meeting National Register of Historic Places criteria would be affected by any alternate under consideration. Further, cultural resources of State and local significance not meeting National Register criteria should be considered in the planning process and measures provided to avoid or mitigate impacts to these resources.

2

The important hydrologic and geologic considerations have been addressed in the statement. We find no discrepancies regarding those considerations assuming that public water service is extended throughout the area in the next five years as indicated in Fig. I-4. However, if that service is not extended, ground-water contamination by polluted highway runoff may affect household wells locally near the highway in the southern part of the study area.

3

Sincerely yours,

Regional Environmental Officer

1. These considerations will be made part of the Env. Checklist provided to Design Bureau.

2. Correspondence from the SHPO is included in Comments/Coordination regarding cultural resources. All cultural resources regardless of Register Criteria, are given due consideration during our planning process.

3. Water Service extensions to the area will most probably be in place before the highway will be built. In any event, runoff from the highway should not effect present wells.



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

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REGION III

AUG 19 1981

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

Dear Mr. Schneider:

We have completed our review of the Draft Environmental Impact Statement for Maryland Route 702 Extended and offer the following comments.

1. As you know, there is some difference between HUD's noise related site acceptability standards (24CFR Part 51) and the design criteria of the FHWA. Consequently, we feel that for the sake of clarity the references in Table IV-2 to Federal Design Criteria should be changed in the Final EIS to read FHWA Design Criteria. Similar changes should be made to related portions of the text.
2. We strongly endorse and support the use of barriers, as discussed in the EIS, to attenuate noise impacts on adjacent residential areas if Alternative 3 is chosen. Based on the current DEIS analysis, we note that the indicated attenuation from a ten foot wall would appear to reduce noise levels at second story receiver height to approximately the HUD minimum acceptable noise level which is a DNL not exceeding 65 d(B). We agree, however, that a more refined analysis at the design stage would provide a sounder basis for any decision relating to the ultimate design of noise barriers.
3. A particular deficiency of the DEIS is that it contains no discussion of the visual impact of the various alternatives for the extended road. Reference is made on p. IV-18 to determining noise barrier appearance during the design phase. However, it would seem that the consideration of visual impacts (which in this project could be substantial if a 15 foot noise barrier wall is an option) is necessary to the choice of an alternative and, therefore, should occur prior to the design phase of any alternative. While a noise

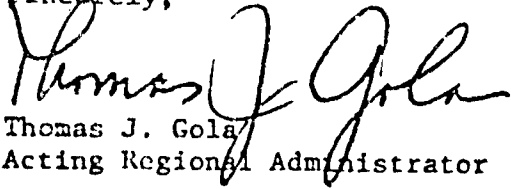
SEE SECTION II-C

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barrier will probably be the most profound visual impact, the overall consideration of visual impacts should go beyond this possible feature of the road. We recommend, therefore, that the Final EIS contain a discussion of visual impacts which should include the noise barriers as major elements of concern.

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

Sincerely,



Thomas J. Gola
Acting Regional Administrator



Maryland Department of Transportation

State Highway Administration

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James J. D'Donnell
Secretary

M. S. Caltrider
Administrator

August 19, 1981

MEMORANDUM

TO: Attendees

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

SUBJECT: Quarterly Inter-Agency Review
Meeting Summary

On July 31, 1981 the Quarterly Inter-Agency Review was held at 10:00 A.M. in Room 207 at 707 Calvert Street. The following persons attended:

Wm. F. Schneider, Jr.	SHA, Chief, Bureau of Project Planning	(301) 659-1130
Dennis Lew	SHA, BPP, Environmental Management	(301) 659-1179
Karen Rytel	SHA, Bureau of Bridge Design	(301) 659-1165
Matthew Watsky	SHA, BPP, Environmental Management	(301) 659-1180
Richard S. Krolak	SHA, BPP, Chief, Environmental Mgmt.	(301) 659-1177
Cynthia Simpson	SHA, BPP, Environmental Management	(301) 659-1184
Charles B. Adams	SHA, Bureau of Landscape Architecture	(301) 321-3528
Bob Zepp	U.S. Fish and Wildlife Service	(301) 269-5448
W.B. Greene	SHA, Material and Research	(301) 321-3545
Barbara S. Becker	NPS, Mid Atlantic Region	(215) 597-2785
Eric Johnson	EPA, III	(215) 597-4388
Tom Filip	U.S. Army Corps of Engineer	(301) 962-3670
Wm. Lee	SHA, Chief Engineer	(301) 659-1200
Bill Branch	SHA, Bureau of Landscape Architecture	(301) 321-3481
Harold Cassell	WRA, Wetlands Division	(301) 269-3871
Earl Shaver	WRA, Watershed	(301) 269-2265
Fred Skaer	FHWA	(301) 962-4456
David Wallace	Rummel, Klepper & Kahl	(301) 685-3105
Carl Schmidt	SHA, Bureau of Highway Design	(301) 659-1255
Jim Gatley	SHA, Bureau of Bridge Design	(301) 659-1344
Steve Sharar	SHA, Bureau of Bridge Design	(301) 659-1164
Donald G. Honeywell	SHA, Bureau of Project Planning	(301) 659-1136
K. Richard Koelbel	SHA, Bureau of Project Planning	(301) 659-1136
Fred Doerfler	SHA, Bureau of Highway Design	(301) 659-1283
Len Zembas	SHA, Bureau of Highway Design	(301) 659-1278
Jim Helm	SHA, Bureau of Project Planning	(301) 659-1139
Steve Kouroupis	SHA, Bureau of Highway Design	(301) 659-1263

My telephone number is 659-1177

Bob Zepp of U.S.F.W.S. questioned the feasibility of relocating the bridge within the same corridor. He suggested using the fly ash area and submitted other alignments to D. Krolak for consideration. Mr. Zepp also suggested that utilizing the old causeway, since its already impacted, for construction would lessen marsh impacts.

Representatives from the DNR - Water Resources Administration stated that choices for construction are limited to a culvert dam causeway or barge access channel. The FEIS states that a causeway would be temporarily constructed.

Wm. Lee stated that though the SHA is asking that the bridge be shortened for economic reasons, studies must be completed to show why the change is needed. Two items must be addressed; shortening the bridge and mitigation to be implemented while constructing the bridge. After these tasks are completed, permit agencies will be consulted.

Dick Krolak summarized this discussion and again emphasized that all involved agencies must work together to address the issues.

Don Honeywell & R. Koelbel (BPP)

Md. 702

CTP: Development and Evaluation Program

Don Honeywell began by stating that this project is located in Baltimore County in Essex. The propose of the project is to provide additional arterial highway capacity to the Back River Neck Peninsula which is deficient in capacity. Project studies are approximately 90% complete and location approval is expected in February, 1982.

Because of residential development there are constraints as to the placement of the relocation alternates. The proposed alternates cross two streams, Deep Creek and Muddy Gut and may require permits.

Three (3) methods have been proposed for crossing Deep Creek:

- a) Culvert type crossing and stream relocation-\$228,000
- b) Spanning the entire floodplain-\$1,750,000
- c) Spanning two streams-\$1,144,000.

The Water Resources Administration concurred with the culvert type crossing with the relocation of Deep Creek. Muddy Gut is situated 200' above the wetland area and out of the floodplain.

The proposed park and ride lots for the project are no longer being considered and condemnation powers of the SHA for wetland replacement were also discussed. It was a consensus that permit processes would be no problem for the project. SHA will consider designing a meander in the relocated portion of the stream of Deep Creek as suggested by USF & WS.

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IV. DISTRIBUTION LIST

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IV. DISTRIBUTION LIST:

Elected Officials and agencies that received copies of the Draft and Final EIS are identified in the following list. Those that provided comments on the Draft are also identified and the date of their comment letter cited. These letters are reproduced in Section III-B of this Final EIS.

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Environmental Protection Agency Environmental Impact Statement Coordinator Sixth & Walnut Streets Curtis Building - Attn: 3 IR 62 Philadelphia, Pennsylvania 19106	X	X	X
Mr. Bruce Blanchard Director, Office of Environmental Project Review U.S. Department of the Interior 18th & C Streets, N.W. Washington D. C. 20242	X		X
Mr. Larry Levine Environmental Officer Department of Housing & Urban Development Curtis Building Sixth & Walnut Streets Philadelphia, Pennsylvania 19106	X	X	X

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Director Office of Economic Opportunity 1200 19th Street, N.W. Washington, D. C. 20506	X		X
State Conservationist Soil Conservation Service Room 522 4321 Hartwick Avenue College Park, Maryland 20740	X		X
Commander Corps of Engineers Baltimore District Box 1715 Baltimore, Maryland 21201 Attn: NABOP-F	X	X	X
Commander U. S. Coast Guard, 5th District 431 Crawford Street Portsmouth, Virginia 23703	X	X	X
Office of the Secretary Department of Agriculture Washington, D. C. 20250	X	X	X

LOCAL GOVERNMENTAL OFFICIALS:

Mr. Harry J. Pistel, Director Department of Public Works County Office Building Towson, Maryland 21204	X	X	X
Mr. John D. Seyffret, Director Office of Planning & Zoning County Office Building Towson, Maryland 21204	X	X	X

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Mr. Stephen E. Collins, Director
Department of Traffic Engineering
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Mr. I. Scott Poehlman
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Director
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Mr. Clyde E. Pyers
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STATE CLEARINGHOUSE:

Local Governments
Department of State Planning
Department of Natural Resources
Department of Budget & Fiscal
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Department of General Services

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Department of Education	X		X
Department of Health & Mental Hygiene	X	X	X
Interagency Committee for School Construction	X		X
Maryland Environmental Trust	X		X
Maryland Geological Survey	X		X
Department of Public Safety & Correctional Services	X		X

INDIVIDUALS & ASSOCIATIONS:

Mr. Victor Basta Essex Civic & Improvement Ass'n., Inc. 334 Margaret Avenue Essex, Maryland 21221	X		X
Mr. Robert L. Braman Deep Creek Village Improvement Ass'n. 748 Mansfield Road Baltimore, Maryland 21221	X	X	X
Mr. Robert W. Cannon Weinberg and Green 100 South Charles Street Baltimore, Maryland 21201	X		X
Rev. Willie S. Chambers Goodwood Improvement Ass'n. 1325 Maple Avenue Baltimore, Maryland 21221	X		X
Mr. Alfred E. Clasing, Jr. 702 Committee 2025 Holly Neck Road Baltimore, Maryland 21221	X		X
Mr. Edward R. Devine Harewood Park Community League 6825 University Drive Chase, Maryland 21220	X		X

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Mrs. Diane R. Ekovich, Chairman Our Lady of Mt. Carmel Parish & Community Relations Committee 2203 Firethorn Road Baltimore, Maryland 21220	X		X
Mrs. Ann Franke Middleborough Civic & Improve- ment Ass'n. 2207 Corsica Road Baltimore, Maryland 21221	X		X
Mr. Vernon Hirsch Concerned Citizens Civic & Improvement Ass'n., Inc. 809 Myrth Avenue Baltimore, Maryland 21221	X		X
Mr. Albert E. Hoffman Bauernschmidt Manor Improve- ment Ass'n. Bauerschmidt Drive Baltimore, Maryland 21221	X		X
Mr. Walter Horn Essex-Middle River Chamber of Commerce P. O. Box 7755 Essex, Maryland 21221	X		X
Mr. Robert M. Infussi Deep Creek Democratic & Civic Ass'n., Inc. 1568 Williams Avenue Baltimore, Maryland 21221	X		X
Mr. Charles Justice Holly Neck Improvement Ass'n., Inc. 1121 Engelberth Road Essex, Maryland 21221	X		X
Mrs. Joan LaFlame Deep Creek Village Improve- ment Ass'n. 770 Seawall Road Essex, Maryland 21221	X		X

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Dr. Leon J. Lazarus 346 Magnolia Terrace Baltimore, Maryland 21221	X		X
Mr. Richard Michael Hyde Park Civic & Improvement Ass'n. 619 Hyde Park Road Baltimore, Maryland 21221	X		X
Mr. Michael W. Michalski Essex Improvement Ass'n., Inc. 408 Stemmers Run Road Baltimore, Maryland 21221	X		X
Mrs. Alberta Y. Pugh Essex-Middle River Civic Council 843 Middlesex Road Baltimore, Maryland 21221	X		X
Mr. Cleveland Reynolds Back River Safety Association 1572 Williams Avenue Baltimore, Maryland 21221	X		X
Mr. Robert Romadka Attorney-at-Law 809 Eastern Boulevard Germania Federal Building Baltimore, Maryland 21221	X		X
Mrs. Catherine Sinclair Turkey Point Civic & Improve- ment Ass'n. 2339 Tickwood Road Essex, Maryland 21221	X		X
Mrs. Dorothea Weir Frenchs Park Civic & Improvement Ass'n. 1651 Williams Avenue Baltimore, Maryland 21221			
Mrs. Olga Zubris Foxridge Civic & Improvement Ass'n. 950 Kayden Lane Baltimore, Maryland 21221	X		X

PART II: DRAFT ENVIRONMENTAL IMPACT STATEMENT