FINDING OF NO SIGNIFICANT IMPACT

CONTRACT NO. H-873-101-470 N

U.S. ROUTE 1 (CONOWINGO ROAD)
MARYLAND ROUTE 23 EXTENDED
HICKORY BYPASS

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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

U.S. ROUTE 1 (CONOWINGO ROAD) MARYLAND ROUTE 23 EXTENDED
HICKORY BYPASS, HARFORD COUNTY, MARYLAND

The FHWA has determined that Alternate 3, for the construction of U.S. 1 Relocated with Northern Option 1, MD 23 Extended to U.S.1 Relocated, Bynum Option 4 and Bynum Option 5 will have no significant impact on the human environment. This FONSI is based on the Environmental Assessment and the attached documentation which summarizes the assessment and documents the selection of the selected alternate. This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment and attached documentation.

11/12/90
Date

Herman Rodrigo
For Division Administrator

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Record of Decision

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR HAL KASSOFF
WEDNESDAY, SEPTEMBER 6, 1989

Concurrence With Prior Action

A Final Environmental document (Finding of No Significant Impact) is being prepared on the project listed below. Location and Design approval will be requested from the Federal Highway Administration for Alternate 3.

1. State Contract No. H-873-101-470N
   US Rte. 1 Relocated/MD Rte 23 Extended-
   Hickory Bypass

   PDMS# 122040

The decision to proceed in this manner was made by the Administrator, at a staff meeting, held March 30, 1989.

WIS:vdl
cc: Mr. John A. Agro, Jr.
Mr. C. Robert Olsen
Mr. Bob B. Myers
Mr. Earle S. Freedman
Mr. Robert D. Douglass
Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. Anthony M. Capizzi
Mr. Neil J. Pedersen
Ms. Catherine Pecora
Mr. Herman Rodrigo

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

September 5, 1989

MEMORANDUM

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

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

SUBJECT: Contract No. H 873-101-470 N
US 1 Relocated/MD 23 Extended
Hickory Bypass
PDMS No. 122040

The Project Development Division is preparing a Finding of No Significant Impact (FONSI) for the subject project. It is anticipated that this document will be ready to submit to the Federal Highway Administration during the month of September, 1989. The decision to proceed with the FONSI recommending Alternate 3 was made by the Administrator, Mr. Kassoff, at a meeting on March 30, 1989.

Location and Design Approvals will be requested for the recommended alternate, Alternate 3, for the construction of US 1 Relocated with Northern Option 1, MD 23 Extended to US 1 Relocated, Bynum Option 4, and Bynum Option 5. Roadway improvements in the Bynum area associated with and required for the staged construction of MD 23 Extended and the Bynum Options, as necessary at the start of construction, are also being requested for Location and Design Approvals.

As part of this recommendation we are suggesting that Harford County retain MD 23 Extended from US 1 Relocated to MD 543 on the Harford County Major Road Plan.

A summary of the March 30, 1989 meeting with Administrator Kassoff and the February 9, 1989 Team Recommendation Report are attached. These documents summarize the decisions that have been made and will be used as the basis for the preparation of a Finding of No Significant Impact for this project.

My telephone number is (301) 333-1110

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

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

I concur with the above information:

9/6/89
Date

Hal Kassoff
Administrator

NJP:ih

Attachment

cc: Mr. John Agro
Mr. C. Robert Olsen
Mr. Bob Myers
Mr. Robert Douglass
Mr. Earle S. Freedman
Mr. Anthony M. Capizzi
Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. John M. Contestabile
Ms. Catherine Pecora
Mr. Herman Rodrigo

Maryland Department of Transportation
State Highway Administration

Richard H. Trainc
Secretary
Hal Kassoff
Administrator

April 19, 1989

MEMORANDUM

TO: Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Catherine Pecora
Project Manager

SUBJECT: Contract No. H 873-101-470 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

RE: Team Recommendation Meeting with the Administrator

DATE: March 30, 1989

TIME: 2:00 p.m.

PLACE: Room 400A Conference Room

ATTENDEES:

Mr. Hal Kassoff	Administrator, State Highway Administration
Mr. Neil J. Pedersen	Director, Office of Planning and Preliminary Engineering
Mr. Louis H. Ege, Jr.	Deputy Director, Office of Planning and Preliminary Engineering
Mr. Darrell Wiles	Assistant District Engineer, District 4
Mr. Charles G. Walsh	Chief, Project Management Section
Ms. Cynthia D. Simpson	Chief, Environmental Management
Mr. Anthony Capizzi	Chief, Bureau of Highway Design
Mr. Robert Douglass	Deputy Chief Engineer, Office of Highway Development
Ms. Catherine Pecora	Project Development Division
Mr. Lorenzo Bryant	" " "
Mr. Jim Yarsky	" " "
Mr. Bob Lambdin	Traffic Forecasting
Ms. Sharon Preller	Environmental Management
Mr. Philip Earles	Bureau of Planning and Program Development
Mr. Earl Schaefer	Unit Chief, Bureau of Highway Design
Mr. Roger Trexler	Bureau of Highway Design
Mr. Steve McBride	" " "
Mr. Duke Wachter	" " "

My telephone number is (301) 333-1191

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Mr. Parker Green	Bureau of Plats and Surveys
Mr. Meredith Ludwig	" " "
Mr. Norman Downs	District #4, Right-of-Way
Ms. Diane Schwarzman	Bureau of Traffic Projects
Ms. Dianna Miller	Bureau of Accident Studies
Mr. Dennis LaVoie	VE Chairperson, Bureau of Highway Design
Mr. Jeffrey Randall	Bureau of Landscape Architecture
Mr. Bruce Grey	VE Member, Environmental Management
Mr. Paul Georgieu	Bureau of Landscape Architecture
Mr. Stephen Good	Traffic Projects, Bureau of Bridge Design
Mr. Paul Wettlaufer	Federal Highway Administration
Mr. William McFaul	Town Administrator, Town of Bel Air
Mr. Jerald Wheeler	Harford County Dept. of Public Works
Mr. Jim Smedley	Harford County Dept. of Planning and Zoning

Following the distribution of the attached agenda and team recommendation summary, Mr. Pedersen opened the meeting by requesting self introductions of everyone present.

Ms. Pecora briefly outlined the items to be discussed which began with a summary of the background and need for the project.

Mr. Bryant followed with a review of the alternates presented at the December 1, 1988 Location/Design Public Hearing. The justifications for the alternatives and options recommended were discussed and followed with a summary of the associated environmental impacts and the Value Engineering Team's recommendations.

US 1 Relocated, Northern Options 1 and 2

Mr. Bryant indicated that the lower cost and better geometrics of US 1 Relocated Northern Option 1 were the Team's justification for selecting this option. Ms. Pecora added that this option would affect 2 less properties than Northern Option 2 and that no objection was expressed by the owner of the two rental residences displaced by Option 1. However, at the December 1, 1988 Location/Design Hearing opposition was voiced by one of the property owners affected by Option 2. Mr. Kassoff agreed with the selection of Option 1 provided that no repercussions arise from the acquisition of the 2 residences and requested a detailed breakdown of the cost and right-of-way requirements for each of the options.

Mr. Kassoff questioned the need to take the occupant residence/business located approximately 100' north of US 1 Relocated/US 1 intersection since it would not be directly impacted by the proposed roadways. Insufficient sight distance, as determined by the Bureau of Highway Design during an earlier detailed stage of the study, at the US 1 Relocated northbound intersection approach would not warrant taking this residence since the intersection would be signalized (during the earlier meeting with Highway Design, Mr. Darrell Wiles had recommended taking this residence would still be justifiable regardless of signalization due to potential signal failure resulting from storm blackouts, etc.). However, a lane to accommodate US 1 southbound right turns at this intersection may warrant denial of access from the driveways along this portion of US 1. Attempts to save the residence will be made during the final design phase.

Mr. Kassoff also questioned a service road proposal west of the US 1 Relocated/MD 543 intersection. The projected turning movements accommodated by the proposed MD 543 eastbound right turn lane will be analyzed to determine if the existing driveway located approximately 200' west of the proposed intersection could remain without providing the service road.

Bynum Options

Mr. Bryant highlighted the reasons for the Team's recommendation to drop Bynum Option 4. These included low traffic volumes projected for 2015 and the goal to minimize new access locations along proposed US 1 Relocated. Access to US 1 Relocated is being limited to State highways. Harford County supported the deletion of this option because of the left turn movement which would be allowed from northbound US 1 Relocated in the Bynum area.

Mr. Kassoff was not convinced that Bynum Option 4 would not be feasible. He disagreed that deleting this option would limit access since three at-grade intersections are already proposed north of this location. Furthermore, Option 4 may serve as a viable access point since the low traffic volumes would not interfere with traffic service along US 1 Relocated as projected. Mr. Kassoff directed that this option be retained for a staging alternative.

Safety and better access to US 1 Relocated were cited by Mr. Bryant as the reasons for the Team's selection of Bynum Option 5 Mr. Kassoff was not in agreement with the Team's recommendation of this option and felt that the $1.1 million cost for this option would not be reasonable. Mr. Wiles pointed out that the cost of this option could be reduced by realigning the roadway option to use as much of the existing road as possible. A realignment of this option will be reevaluated for cost and traffic need and discussed with the Administrator at a later meeting.

MD 23 Extended

Mr. Bryant continued the meeting by comparing the costs, impacts, and traffic service associated with MD 23 Options 1 and 2. Mr. Pedersen stated that neither option is being recommended by the project planning team. Alternate 3, which terminates MD 23 at US 1 Relocated, is being recommended.

Mr. Wheeler from Harford County cited its preference for Alternate 2. He felt that the east-west traffic service provided by MD 23 Extended was more important than the north-south through movement provided by US 1 Relocated. Mr. McFaul from the Town of Bel Air also cited preference for east-west movement through Hickory stating that the projected traffic forecasts do not reflect the actual need for MD 23 Extended to MD 543. Neither Harford County nor the Town of Bel Air has taken a formal position. Mr. Kassoff recommended that they provide a formal statement before we proceed with a final recommendation.

The recommended alternate includes a request that Harford County preserve a minimum 150' right-of-way corridor for any future extension of MD 23 to MD 543 and a minimum 80' corridor for MD 543 for any possible future widening. Harford County acknowledged this request.

Right-of-way would be preserved by including the requested MD 23 corridors on the Harford County Master Plan. Mr. Kassoff, Mr. Wheeler and Mr. McFaul concurred that this would allow future development in the project area to dictate the need for the proposed highway rather than vice-versa. The affect of Master Plan changes occurring in the County has yet to be determined; therefore, the appropriate roadway improvement which would be compatible with MD 23 Extended east of US 1 Relocated can not be decided at this time.

Environmental Impacts

Ms. Preller outlined the environmental impacts associated with both of the build alternates including the Northern and MD 23 Extended Options. Alternate 3, the recommended alternate, was justified over Alternate 2 from an environmental standpoint as a result of the less impacts incurred. These include avoidance of the Vineyards historic site, less wetland and stream impacts, and less prime farmland and forest impacts. Ms. Preller also stated that SHA was unsuccessful in its effort to find a replacement site for the Wade R. Tucker recreational field which would be displaced by US 1 Relocated.

VE Team Recommendation

Mr. LaVoie began the Value Engineering (VE) Team's presentation to the Administrator by introducing members of the Team. He presented the ideas evaluated by the VE Team.

Relocation of US 1 was the only improvement recommended. Ideas also consisted of reconstructing US 1 through Hickory, improving the US 1/MD 543 intersection and extending MD 23. These ideas were rejected by the VE Team. They were discussed by Mr. LaVoie and are listed in the VE Workbooks distributed at the meeting. The VE Team recommended a reduction in the proposed typical section for the relocation of US 1. Mr. Kassoff and the Project Planning Team opposed this recommendation since the actual savings, $0.26 million, resulting from reducing the median from 54' to 34', would not justify a design exception for the placement of guardrail along the median.

The VE Team also recommended replacement of the proposed roller rink service road with a jug-handle roadway at the proposed County entrance. The service road, does not provide access to the rink's parking lot ant would be constructed by a future developer of the property. Mr. Kassoff accepted the recommendation not to build the service road, but requested that location/design approval for the right-of-way be acquired.

The VE Team's recommendation also included the modification of the existing MD 23 curved roadway to improve horizontal sight distance and the deletion of Bynum Option 5. These modifications consisted of changing the radius from 700' to 500' and cutting back existing slopes. Mr. Kassoff suggested that this be investigated by the District for traffic service and explained that the deletion of Bynum Option 5 may justify a stronger need for Bynum Option 4.

The VE Team recommended that MD 23 Extended from US 1 Relocated to MD 543 be deleted and the right-of-way retained on the Harford County Master Plan. The extension of MD 23 from west of US 1 to US 1 Relocated was recommended as a stage construction.

The VE Team also recommended widening Granary Road from two lanes to four lanes and signalizing the Granary Road/US 1 intersections. This would be necessary in order to handle the projected traffic through the Bynum residential area without the need to construct Bynum Option 5 and MD 23 (Alternate 3).

In summary, Mr. Kassoff directed that location/design approvals be obtained for Alternate 3 with Northern Option 1, Bynum Option 4, and Bynum Option 5. The Location/Design approval request for Alternate 3 includes a request that Harford County preserve the right-of-way segment on the County Master Plan.

The feasibility of constructing MD 23 Extended in stages will be further investigated by the Project Planning Team and presented to the Administrator in a follow-up recommendation meeting. Stage 1 would consist of constructing Bynum Option 4 as a two-way roadway for access to and from US 1 Relocated. Widening of Granary Road and realigning the existing curved roadway of MD 23 were also recommended by the Administrator for Stage 1. Stage 2 would consist of the extension of MD 23 from the existing curved roadway to US 1 Relocated.

If you have any changes or additions to the items addressed at this meeting, please advise.

LHE/CP/ih

cc: Attendees
Mr. C. Robert Olsen
Mr. Robert H. Tresselt
Mr. William F. Malone
Mr. Thomas Hicks
Mr. Robert J. Finck
Mr. Earle S. Freedman
Mr. James K. Gatley
Mr. Charles Adams
Mr. Thomas Watts
Mr. Creston Mills
Mr. Vernon Kral
Mr. John H. Grauer
Mr. John D. Bruck
Mr. Michael Zezeski
Mr. John Contestabile
Mr. William G. Schreiber
Ms. Barbara K. Ostrom
Mr. Steven Drumm
Mr. Robert Lynch
Mr. Robert Cunningham
Mr. Kirk McClelland
Mr. Walter Owens
Mr. Thomas Smith
Mr. Leonard Podell
Mr. Robert Lynch

II

Comparison of Alternates

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. BACKGROUND

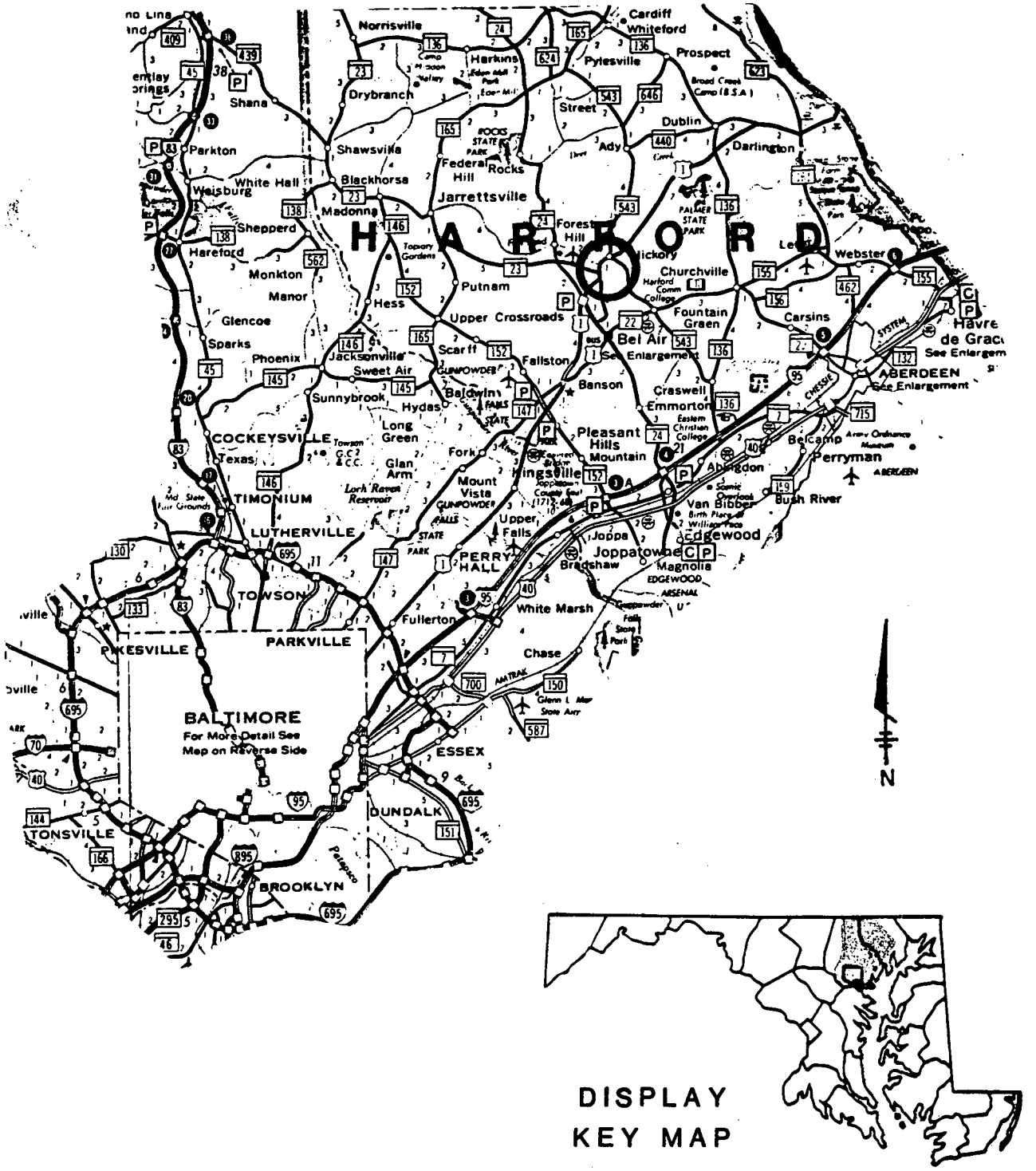
1. Project Location

This project (see Figures 1 and 2) is located at Hickory in central Harford County, Maryland, north of the Town (County Seat) of Bel Air. The Hickory community includes the intersection of US 1 (Conowingo Road) and MD 543 (Fountain Green and Ady Roads) and the surrounding area for a mile or more. MD 23 runs through the southwestern portion of Hickory before ending at US 1.

US 1 is designated as a primary highway in this area and provides service in the north-south direction for regional and local traffic. MD 23 is designated as a secondary east-west roadway which provides service through the eastern region of Harford County.

2. Purpose of the Study

The proposed project would improve traffic safety, roadway capacity, and travel continuity by providing full access controls (except at the intersections with State highways) and by separating through and local traffic. This separation is necessary to reduce the high accident rates in the area, which result from poor roadway alignments and interference from numerous intersections and driveways. The project is also needed to accommodate projected traffic volumes through the 2015 design year.



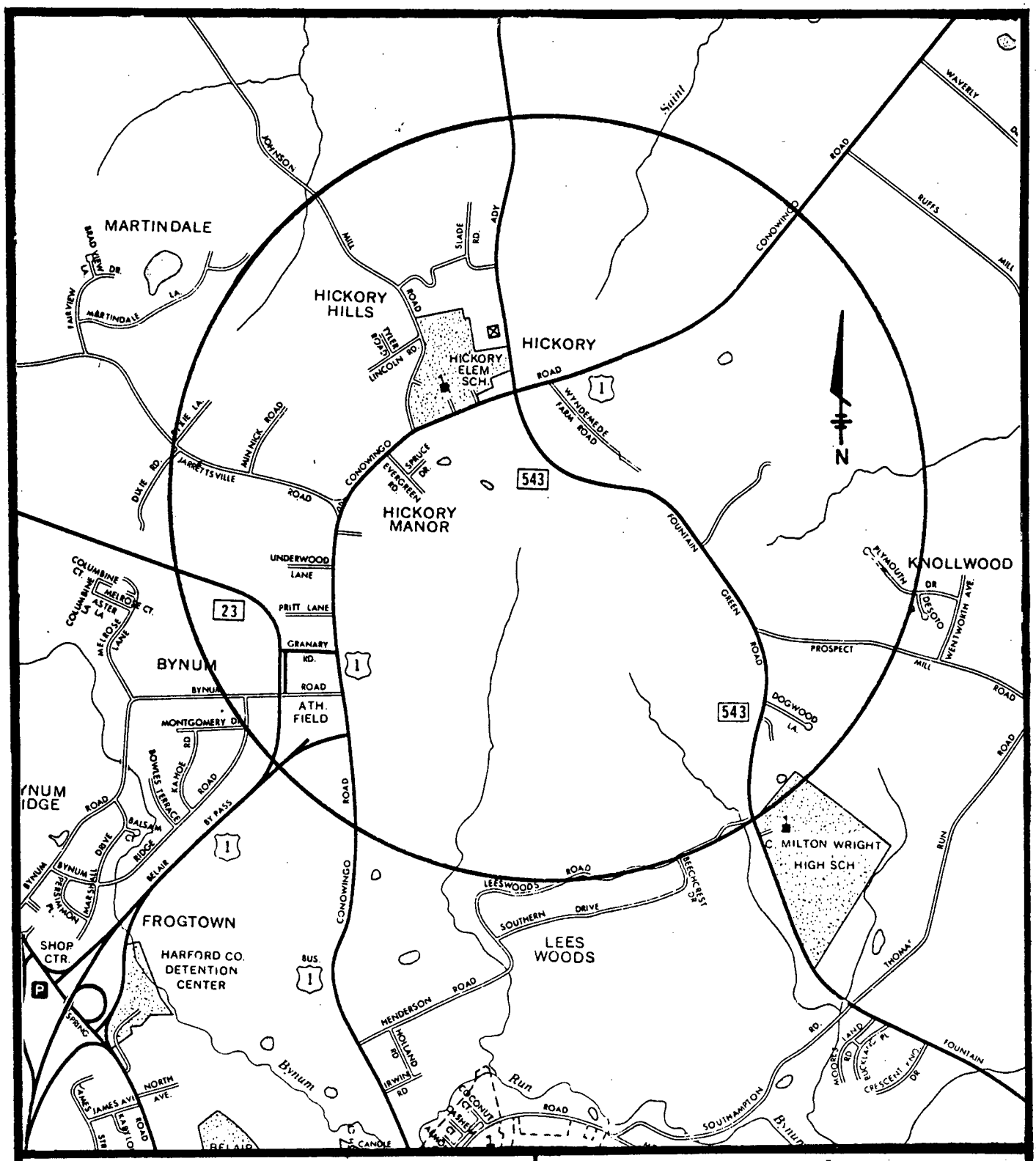
U.S ROUTE 1 / MD. ROUTE 23

EXTENDED-HICKORY BYPASS

LOCATION MAP

SCALE: 1"= 6mi

FIGURE 1



U.S. ROUTE 1/MD. ROUTE 23
EXTENDED-HICKORY BYPASS

STUDY AREA MAP

SCALE: 1"=2,000'

FIGURE 2

These improvements will be accomplished by relocating US 1 from the Bel Air Bypass to US 1 north of Hickory as a new initial roadway with one 12' lane in each direction to serve ultimately as the two southbound lanes of a four-lane divided highway.

Providing east-west highway continuity through Hickory was also addressed. MD 23 Extended will serve as an east-west link between MD 543 and MD 23 to provide adequate travel continuity for the rapidly developing areas of Harford County. A viable connection to US 1 Relocated for east-west through traffic is achieved with this proposed two-lane roadway. Additionally, the extension of MD 23 to US 1 Relocated would relieve increasing traffic congestion at the existing US 1/MD 543 intersection and in the Bynum area. The extension of MD 23/MD 543 has not been selected. Thus, both proposed roadways should provide a safer and more efficient roadway network through Hickory by preserving mobility and reducing the increasing number of accidents.

3. Planning History

The relocation of US 1 and the extension of MD 23 were originally proposed in the late 1950's. US 1 served as the major arterial highway for north-south travel throughout the State at that time. The planning process for this project was not completed due to the construction of I-95 which replaced US 1 as the main north-south route for interstate travel. Since its completion, I-95 has become heavily used by local commuter and interstate through traffic, and the need for US 1 to serve as an alternate route has re-emerged.

US 1 is currently designated as a Federal Aid Primary Highway. The relocation of US 1 is consistent with the 1988 Harford County Master Plan. It first appeared in the State Highway Administration's 20-year Highway Needs Inventory (HNI) in 1964. This improvement first appeared in the 1965-1970 Primary/Secondary Highway Construction Program. It is currently programmed in the 1989-1994 CTP - Development and Evaluation Program.

MD 23, from US 1 to MD 22, first appeared in the 1968 HNI as part of the East/West Freeway. This highway was deleted, and MD 22 between US 1 and I-95 was selected as the preferred east-west route east of the project area. The MD 23 corridor west of the project is a Federal Aid Primary Highway and was designated for ultimate dualization to a multi-lane facility. The need to provide a connection between MD 23 to the west and MD 22 to the east for continuous east-west travel in Harford County has emerged, and the extension of MD 23 to MD 543 would provide this connection in a manner consistent with the current Harford County Master Plan. The proposed extension is currently listed in the 1986 HNI. In 1971-1975, it appeared in the Primary/Secondary Construction and Reconstruction Program and is currently listed in the 1989-1994 Primary Development and Evaluation Program of the CTP.

The extension of MD 23 to MD 543 is also consistent with long term plans for MD 543. MD 543, from MD 22 to US 1 at Hickory, first appeared in the 1964 HNI. It is currently listed in the 1986 HNI. The dualization of MD 543 from MD 23 Extended to I-95 is being considered by the SHA for inclusion in the next 20-year HNI and has been included in the 1988 Harford County Master Plan.

Two improvements to MD 543, in this study area, appeared in the 1972-1976 Consolidated Transportation Program (CTP). They were from MD 22 to north of Prospect Mill Road and a relocation from north of Prospect Mill Road to north of US 1. These were deleted from the CTP a few years later.

B. ALTERNATES

1. Alternates Considered But Dropped

a. Widening the Existing Roadway

Widening the existing roadway was considered but dropped since it would create extensive impacts to adjacent residences and businesses. The widening of existing US 1 would not be reasonable due to the high number of displacements or right-of-way and proximity impacts to residences and businesses fronting the existing roadway (Approximately 60 properties). Several businesses at the US 1/MD 543 intersection would be displaced as a result of providing capacity improvements to handle increased turning volumes. Major utility adjustments such as gas, electric, and telephone relocations and water and sewer line extensions would also be warranted. In addition, the preservation of the rural character, which allows for pedestrian activity between schools, churches and convenient shops, would be impacted by any extensive improvements to the existing US 1. This improvement would not provide for separation of local and through traffic. The existing 40 mph (30-35 mph driver speed limit) design speed of US 1 would be inadequate for additional through traffic and would compound congestion and accident potential as traffic volumes increase.

b. Alternate 4

This alternate proposed the relocation of US 1 and the extension of MD 23 to existing US 1.

Alternate 4 was dropped from further study because it would not provide relief for US 1. East-west traffic would be encouraged to use existing US 1 since no direct access to either US 1 Relocated or MD 543 would be provided. Also, the extension of MD 23, 0.3 mile in length in this alternate, did not address the need to provide a continuous east-west route through Hickory. This alternate would result in a level of service (LOS) "E" along US 1 due to continued use for through traffic and, therefore, would be undesirable.

c. Bynum Option 1

This option proposed that access from the Bynum area be provided by reconstructing existing MD 23 to form a T-intersection with MD 23 Extended and closing the existing connections of Pritt Lane, Granary Road, and Bynum Road to US 1 Business. The MD 23 southbound to US 1 Bel Air Bypass would also be eliminated. This option was dropped because it eliminated access points to the Bynum area from US 1 (Conowingo Road). Consequently, a LOS of "F" would result at the US 1/US 1 Relocated intersection. Granary Road is the main entrance to the Greater Harford Industrial Center from US 1. Its closing would divert truck traffic onto other roads which are residential including Bynum Road.

d. Bynum Option 2

This option would remove all existing connections as in Bynum Option 1 except Granary Road. A portion of the existing MD 23 connection between Pritt Lane and Bynum Road would be constructed as a two-lane roadway in which the northbound lane would end at Pritt Lane. This option was dropped because it also would result in a LOS of "F" at the proposed US 1/US 1 Relocated intersection by generating additional traffic destined for southbound US 1 Bel Air Bypass.

e. Bynum Option 3

This option proposed the retention of all existing connections in the Bynum area except the existing connection of Bynum Road to US 1 Business. Bynum Option 3 was dropped mainly due to inadequate intersection spacing along US 1 between Pritt Lane and proposed MD 23 Extended. Additionally, this option did not include the removal of the curved portion of MD 23/ Bel Air Bypass connection to prohibit high speed traffic from MD 23 into the Bynum residential area.

2. Alternates Presented at the Public Hearing

a. Alternate 1 - No-Build

With this alternate, there would be no major improvements or construction to the existing roadway and intersections. Normal maintenance, such as shoulder modifications, signing, resurfacing, and spot safety

improvements, would be completed as warranted but capacity would not be increased. This alternate would not improve the highways capability to accommodate increased traffic volumes predicted for the design year 2015.

The No-Build Alternate is not a feasible solution to the current and anticipated traffic capacity problems. As traffic volumes grow, the frequency and duration of congested periods would likely increase. In turn, this congestion would increase the accident rate and delays for travelers through the area. The safety of US 1 would be further aggravated by the combination of slower local traffic and faster through traffic. The No-Build Alternate does not address the need to provide adequate travel continuity through Hickory and would not be consistent with the Harford County transportation and land use plans.

b. Alternate 2

Alternate 2 proposed the construction of US 1 Relocated to bypass Hickory to the east of the existing alignment and the extension of MD 23 from west of existing US 1 to MD 543. The relocation of US 1 would begin as an extension of the Bel Air Bypass approximately 4,000' north of the US 1/MD 24 intersection. This alignment would meet US 1 just north of the existing US 1/US 1 Business intersection. The roadway would continue on new location in a northeasterly direction, intersect MD 543 south of the existing US 1/MD 543 intersection, cross Wyndemede Farm Road, and connect to existing US 1 approximately 1,400' south of Ruffs Mill Road.

MD 23 Extended, Option 1

Option 1 consists of the extension of MD 23 to intersect US 1 north of Pritt Lane, continuing eastward across US 1 Relocated and then southward to connect with MD 543 opposite the C. Milton Wright High School at Leeswood Road.

MD 23 Extended, Option 2

Option 2 would be identical to Option 1 west of the proposed US 1 Relocated/MD 23 Extended intersection, except this option would connect with MD 543 approximately 900' north of Option 1.

The typical section under consideration for US 1 Relocated is a two-lane initial roadway within an ultimate right-of-way for a four-lane highway in the design year 2015. The US 1 Relocated ultimate section would provide for two 12-foot lanes in each direction separated by a 54-foot grass median.

MD 23 Extended would be constructed as a two-lane roadway. The initial typical section for both roadways would provide one 12-foot lane in each direction with 10-foot shoulders.

The proposed right-of-way widths for both roadways in this study would provide for a highway corridor consistent with the existing corridor widths of US 1-Bel Air Bypass and MD 23, thereby allowing preservation of roadway system continuity.

Alternate 2 is not recommended because a reasonable and feasible alternate exists which would not impact the Vineyards farm, a National Register Eligible Historic Site. Although Alternate 2 provides the best traffic service to the area, an adequate level of service can be provided by Alternate 3 without impacting the Vineyards and without requiring capacity improvements to MD 543. Furthermore, in order to make it consistent with the Harford County Master Plan, the typical roadway section for MD 23 Extended must be compatible with the typical section for MD 543. Also, citizens and community groups expressed concern regarding the impacts along the MD 543 corridor if MD 23 were extended to MD 543. However, improvements for MD 543 are beyond the scope of this project study and, consequently, an appropriate typical section cannot be determined.

c. Alternate 3 - Selected Alternate

The alignment of US 1 Relocated would be the same for this alternate as previously described for Alternate 2 including the northern options. The typical section for US 1 Relocated and MD 23 Extended would also be the same. The difference from Alternate 2 is that MD 23 would terminate at US 1 Relocated.

Concurrent with selecting the above alternate, Harford County is preserving the R-O-W for MD 23 Extended to MD 543 in accordance with the County's major road plan. The County is also preserving R-O-W for the widening of MD 543. When the study of the extension of MD 23 to MD 543 is developed, various alternates will be evaluated including that within the reserved corridor.

The extension of MD 23 to US 1 Relocated, as proposed in Alternate 3, provides a direct connection to US 1 Relocated from MD 23. This will divert traffic away from existing US 1 and maximize the use of US 1 Relocated,

The extension of MD 23 in this alternate will minimize the need for roadway improvements in the Bynum area by relieving the residential area of through traffic and local truck traffic. MD 23 Extended would replace Granary Road as the main thoroughfare between MD 23 and both existing US 1 and US 1 Relocated.

In conjunction with the selected alternate, several new service roads and access relocations are proposed to allow adequate operation of the intersections. The first is located at the US 1/US 1 Relocated intersection. Since US 1 Relocated would be fully controlled, existing access to residences along southbound US 1 north of the intersection will be denied. A new entrance would be provided into the cul-de-sac proposed at Bynum Road. The existing driveways along the east side of US 1 south of the new intersection would be replaced by a single county entrance 1000' south of the intersection. This would serve as the major access location for any future development. The existing Bel Air Roller Rink driveway on US 1 will temporarily remain for right-in/right-out vehicular movements only. However, right-of-way would be preserved to provide room for an access road which will be constructed by any new owner of the roller rink property.

Access to the Wyndemede Farm area would also be affected. The proposed reconstruction of Wyndemede Farm Road between the cul-de-sac at US 1 Relocated and MD 543 will be provided within existing SHA right-of-way at the

BALSAM COURT
BYNUM
TERRACE
BOWLES
KAHOE ROAD
RIDGE ROAD
MONTGOMERY ROAD
BYNUM ROAD
GREATER HARFORD INDUSTRIAL CENTER
MATCH TO FIGURE 3d
PRATT LANE
GRANARY ROAD
U.S. ROUTE 1
N/A 3
23
MD. ROUTE 23
STEPHEN KAHOE HOUSE
EXISTING RIGHT OF WAY LINE
BYNUM OPTION 4
U.S. ROUTE 1
125
120
115
110
105
100
95
90
1
W-1
W-2
W-3
W-4
EXISTING RIGHT OF WAY LINE
PROJECT LIMIT OF WORK STA. 115+00
WADE R. TUCKER RECREATIONAL FIELD
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE OF THROUGH HIGHWAY
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE OF THROUGH HIGHWAY
MATCH TO FIGURE 3b
U.S. ROUTE 1
BEL AIR ROLLER RINK
PROPOSED RIGHT OF WAY
BUS 1
EXISTING RIGHT OF WAY LINE

LEGEND

- PROPOSED INITIAL ALIGNMENT
- PROPOSED ULTIMATE ALIGNMENT
- PROPOSED PAVEMENT REMOVAL
- --H-- HISTORIC BOUNDARY
- N/A NOISE AND AIR RECEPTOR SITE
- WETLAND
- DISPLACEMENT

U.S. RTE. 1/MARYLAND ROUTE 23 EXTENDED HICKORY BYPASS

ALTERNATE 3

U.S. RTE. 1 RELOCATED FROM MARYLAND ROUTE 23 TO EAST OF U.S. RTE. 1 BUSINESS (CONOWINGO ROAD) AND BYNUM OPTION 4

DATE	SCALE	FIGURE
	0 300	3a

PRESTON'S CHOICE

U.S. ROUTE 1

ST. IGNATIUS CHURCH

UPPERWOOD LANE

BELAIR CHURCH OF THE NAZARENE

EVERGREEN ROAD

SPRUCE DRIVE

HICKORY ELEMENTARY SCHOOL

HICKORY MANOR

HICKORY

ADY ROAD

FRIENDSHIP BAPTIST CHURCH

543

FOUNTAIN GREEN ROAD

WYNDEMERE FARM ROAD

10' UTILITY EASEMENT

N/A 2

MATCH TO FIGURE 3d

MD. ROUTE 23

W-1

W-5

W-6

W-7

N/A 1

THE VINEYARDS

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE OF THROUGH HIGHWAY

190

85

75

70

65

60

55

50

MATCH TO FIGURE 3a

MATCH TO FIGURE 3c

MATCH TO FIGURE 13 (NORTHERN OPTION 1)
14 (NORTHERN OPTION 2)

LEGEND

- PROPOSED INITIAL ALIGNMENT
- PROPOSED ULTIMATE ALIGNMENT
- PROPOSED PAVEMENT REMOVAL
- --H-- HISTORIC BOUNDARY
- N/A NOISE AND AIR RECEPTOR SITE
- WETLAND
- DISPLACEMENT

U.S. RTE. 1/MARYLAND ROUTE 23 EXTENDED HICKORY BYPASS

ALTERNATE 3

U.S. RTE. 1 RELOCATED FROM EAST OF U.S. RTE. 1 BUSINESS TO WYNDEMERE FARM ROAD AND MARYLAND RTE. 23 EXTENDED FROM EAST OF U.S. RTE. 1 BUSINESS TO U.S. RTE. 1 RELOCATED

DATE	SCALE	FIGURE
	0 — 300	3b

N

EXISTING RIGHT OF WAY LINE

U.S. ROUTE 1

WYNDEMEDE FARM ROAD

EXISTING RIGHT OF WAY LINE

GRAFTON-KLEIN RESIDENCE

N/A

PROPOSED RIGHT OF WAY LINE OF THROUGH HIGHWAY

45 40 35 30 25 20

MATCH TO FIGURE 3b

PROPOSED RIGHT OF WAY LINE OF THROUGH HIGHWAY

U.S. ROUTE 1

EXISTING RIGHT OF WAY LINE

WYNDEMEDE INDUSTRIAL PARK

TO MD. RT. 543

PROJECT LIMIT OF WORK STA. 19+10

EXISTING RIGHT OF WAY LINE

EXISTING RIGHT OF WAY LINE

U.S. ROUTE 1

BUSSEY STONE HOUSE

LEGEND

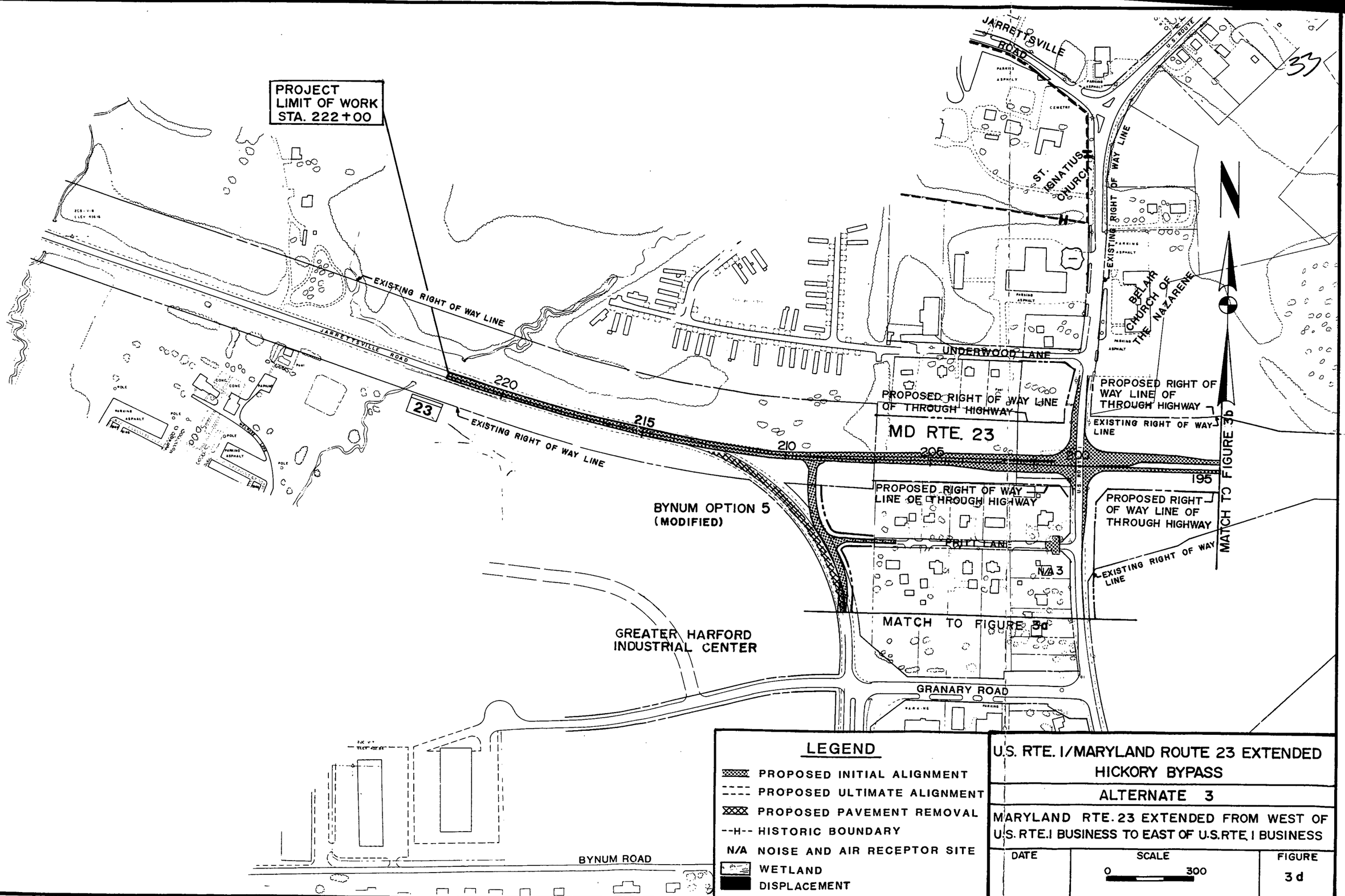
- PROPOSED INITIAL ALIGNMENT
- PROPOSED ULTIMATE ALIGNMENT
- PROPOSED PAVEMENT REMOVAL
- --H-- HISTORIC BOUNDARY
- N/A NOISE AND AIR RECEPTOR SITE
- WETLAND
- DISPLACEMENT

U.S. RTE. 1/MARYLAND ROUTE 23 EXTENDED HICKORY BYPASS

ALTERNATE 3

NORTHERN OPTION 1
(U.S. RTE. 1 RELOCATED FROM WYNDEMEDE FARM ROAD TO NORTH OF HICKORY)

DATE	SCALE	FIGURE
	0 300	3c



LEGEND

- PROPOSED INITIAL ALIGNMENT
- PROPOSED ULTIMATE ALIGNMENT
- PROPOSED PAVEMENT REMOVAL
- --H-- HISTORIC BOUNDARY
- N/A NOISE AND AIR RECEPTOR SITE
- WETLAND
- DISPLACEMENT

U.S. RTE. 1/MARYLAND ROUTE 23 EXTENDED HICKORY BYPASS

ALTERNATE 3

MARYLAND RTE. 23 EXTENDED FROM WEST OF U.S. RTE. 1 BUSINESS TO EAST OF U.S. RTE. 1 BUSINESS

DATE	SCALE	FIGURE
	0 300	3 d

Harford County Department of Public Works facility. This is in accordance with requests made at the Location/Design Public Hearing.

Access to and from the existing residential driveway entrances along eastbound MD 543 just west of the proposed MD 543/US 1 Relocated intersection would be removed to provide access controls at the intersection. A new 20' wide county road would be provided at the rear of the residences and would intersect MD 543 approximately 600' west of the intersection. The county road would allow access to two residences and commercial properties behind them.

Access to Pritt Lane at US 1 will be closed and replaced with a T-turnaround. This would minimize the property required from the two residences at this location as opposed to constructing a cul-de-sac.

As part of Alternate 3, an extension of the County's public water and sewer lines would be provided into the Bynum area to provide service for the residences between Pritt and Underwood Lanes where septic systems would be impacted by the extension of MD 23. The total cost of this Alternate with Northern Option 1 is approximately $17 million.

d. Northern Options

Two options are proposed for the portion of US 1 Relocated north of Wyndemede Farm Road. Both of these options would be located behind the Grafton Klein historic site. Additional landscaping will be provided with

either option between the historic site and the highway, as needed, to mitigate the visual impact to the property.

1) Northern Option 1 (Selected Option)

Northern Option 1 would tie into the Conowingo Road about 2,700' south of Ruffs Mill Road. This option is selected for the following reasons: it is less costly than Northern Option 2; it provides a safer connection than Option 2 due to the better geometrics of the alignment; although two residences would be displaced by this option, the owner of the residences impacted does not object to the acquisition for these improvements. The cost for this option is approximately $1.3 million which has been included in the costs for Alternates 2 and 3.

2) Northern Option 2

Northern Option 2 would curve slightly to the north, cross Conowingo Road and follow it on the west side. It would tie into Conowingo Road 1,500' south of Ruffs Mill Road. A service road would be constructed to provide access to the new roadway for the four residences in the vicinity.

This option is not recommended because it provides a less desirable roadway alignment at a higher cost. In addition, it impacts more farmland than Option 1 and two additional properties.

e. Bynum Options

The proposed Bynum Options would establish access controls along a portion of Conowingo Road in the vicinity of the proposed US 1 Relocated. For this reason, modifications to the existing roadway network in the Bynum area are necessary for compatible access.

Both Options involve removing the existing curve on MD 23 between Granary Road and the new MD 23 Extended roadway. A new roadway connection between Granary Lane and Pritt Lane, approximately 120' in length, would be provided by both options to allow access to Pritt Lane. In addition, the existing frontage roadway between Granary and Bynum Roads would be removed to avoid potential traffic conflicts.

1) Bynum Option 4 - Selected Option

Bynum Option 4 proposes a northbound connection from US 1 Relocated to Bynum Road. The roadway would connect adjacent to the existing southbound connection of MD 23 to the Bel Air Bypass. This existing southbound movement to the Bel Air Bypass would remain. This would allow travel to and from the Bynum area from either direction of US 1 Relocated. The cost for this option is approximately $300,000.

2) Bynum Option 5 (Modified) - Selected Option

Bynum Option 5 proposes access from MD 23 Extended to the Bynum area via a T-intersection. This intersection would be located on MD 23

Extended approximately 1000' west of Granary Road. The alignment of this option was modified slightly since the Location/Design Public Hearing to use more of the existing roadway.

This option was selected because it improves safety and access by providing a T-intersection at MD 23 Extended which would eliminate the speeding of vehicles along the curved roadway portion of MD 23. This option accommodates the vehicles, including trucks, generated by the Greater Harford Industrial Center and the Forest Hill Industrial Airpark. This intersection will also provide another access to US 1 Relocated. Access to the Bynum area from US 1 Relocated, and vice-versa, would be exclusively limited to the existing intersection of US 1/Granary Road if this new intersection was not provided. The cost for this option is approximately $600,000.

f. Phased Construction

This project may be constructed in stages. If so, the extension of MD 23 would be constructed as warranted by traffic volumes. In the meantime, a combination of the existing roads, in conjunction with Bynum Option 4 and Bynum Option 5 would accommodate the east-west traffic. Some temporary improvements may be required on Granary Road, such as the installation of traffic signals and possible widening to four lanes.

3. Service Characteristics of the Selected Alternate

a. Traffic Summary

An analysis of traffic operations indicates that motorists experienced a LOS of "D" on US 1, and a LOS of "A" at both the US 1 (Conowingo Road)/US 1 (Bel Air Bypass) and US 1/MD 543 intersections during the 1986 a.m. and p.m. rush hours. If no roadway improvements are constructed, US 1 would operate at LOS "F" in year 2015. The existing intersections of US 1 Business with US 1 Bypass and US 1 with MD 543 would also operate at LOS "F." MD 543 would operate at LOS "D" in the year 2015 without any improvements.

The Selected Alternate, Alternate 3, and options would provide substantial relief of traffic along US 1 by reducing the 2015 No-Build average daily traffic (ADT) along US 1 from 34,000 to approximately 10,000, which is less than the existing traffic volume. Existing US 1 and the intersection with MD 543 would both operate at LOS "C."

With the Selected Alternate, US 1 Business traffic would be diverted onto US 1 Relocated and MD 23 Extended. US 1 Relocated would carry approximately 23,000 to 26,000 vehicles per day (VPD) in the 2015 design year and would operate at LOS "D." MD 23 Extended to the bypass would carry 6,000 VPD and would operate at LOS "C."

In the design year 2015, traffic on MD 543 north of Prospect Mill Road with Alternate 3 would be approximately 15,000 VPD as compared to 14,000 VPD with the No-Build Alternate. The absence of a direct connection of MD 23

to MD 543 would require that east-west traffic use the segment of existing MD 543 between US 1 Relocated and Leeswood Road. It is projected that in the design year, the intersection of Relocated US 1 with MD 543 would operate at LOS "D" and MD 543 south of here would operate at LOS "E."

b. Accident Summary

US 1 within the study area experienced an average accident rate of 213 accidents for every one hundred million vehicle miles of travel (accidents/100 mvm) during the three-year period, 1985 through 1987. This rate is substantially higher than the three-year statewide average rate of 174 accidents/100 mvm for all similarly designed roadways now under State Maintenance.

The total accident experience for US 1, listed by severity and rate, and the statewide average rate for this type design roadway are listed below.

	Number of Accidents	Rate/100 mvm	Average Rate
Fatal Accidents	1	1.89	3.07
Injury Accidents	67	126.41*	91.84
Prop. Damage Only	45	84.90	78.88
Total Accidents	113	213.20*	173.79

*Substantially higher than statewide rate

Along US 1, the collision types that noticeably exceeded statewide average rates were the angle, rear end, sideswipe and left turn accidents. All of these are primarily due to the numerous intersections and driveways along the roadways in addition to the poor roadway alignments. US 1 from 1200' south of US 1 Business to 425' north of MD 543 is comprised of three sections

which have all been identified as High Accident Sections. Only one location in the entire study area met our criteria as a High Accident Intersection (HAI). This location, US 1 at MD 543, experienced 10 accidents during the year 1985.

MD 23, from US 1 to .76 mile west of US 1, experienced a total of six accidents during the study period. These accidents resulted in an accident rate of approximately 270 accidents/100 mvm travel. This rate is high, but not significantly higher than the statewide average rate of 202 accidents/100 mvm of travel due to the low volume of traffic on this route. A monetary loss of approximately $1.2 million to the motoring and general public resulted from the accidents.

MD 543 from US 1 to 1,000' south of Leeswood Road experienced a total of 36 accidents during the three-year study period. The average accident rate of 275 accidents/100 mvm of travel on this roadway is significantly higher than the statewide average rate of 202 accidents/100 mvm and resulted in an accident cost of $1.4 million/100 mvm of travel.

The major collision types in the study area were angle, rear end, sideswipe, and left-turn. These exceeded the statewide average on either or both US 1 and/or MD 543.

The present high accident rates in the study area suggest a problem resulting from conflicts between traffic emerging from and entering the numerous intersections and driveways along the existing roadways. The poor

roadway alignments of US 1 and MD 543, in addition to the local and through traffic mix, contribute to these high rates.

Under Alternate 1 (No-Build Alternate), with no major construction to improve the conditions on the existing roadways, the present accident rate would continue an upward trend due to the increase in traffic volumes that has been projected for the study area. The anticipated accident rate is expected to remain higher than the statewide average rate since doubling of the traffic by the year 2015 would result in at least doubling of the number of accidents. The accident costs as a result of this anticipated increase would be approximately $9.0 million/100 mvm.

The Selected Alternate, Alternate 3, will divert approximately 70 percent of the through traffic from US 1 onto the new facilities designed with higher safety standards not present on the existing facility. An accident rate of approximately 114 accidents/100 mvm of travel for the new section of US 1 is anticipated. In that, the existing US 1 would still be utilized, the projected accident experience for the existing highway must also be considered. In combining the projected accident rate/100 mvm for the newly constructed bypass highway with that of the existing US 1, a corridor rate of approximately 147 accidents/100 mvm for the entire corridor is anticipated. The accident cost resulting from the new corridor would be approximately $0.9 million/100 mvm and will result in an estimated societal cost savings of approximately $1.0 million/100 mvm as compared to the existing roadway.

The extension of MD 23 to US 1 Relocated would consist of the same typical section as present. An accident rate more in line with that of the

statewide average rate, 202 accidents/100 mvm, is anticipated for the new section.

With Alternate 3, the section of MD 543 from US 1 Relocated to the south would not be improved. The traffic volumes along this section would be higher with Alternate 3 than with the No-Build Alternate and would result in a higher number of accidents. The accident rate that will exist with the combined use of MD 543 and US 1 Relocated would be 220 accidents/100 mvm.

Bynum Options 4 and 5, which propose connections to US 1 Relocated and MD 23 Extended, respectively, will create a greater potential for accidents to occur. If no roadway improvements are made in the Bynum area, the only access to and from US 1 and MD 23 will be Granary Road. This would limit the access points from a primary route to a secondary route, thus reducing the potential for accidents to occur.

In conclusion, Alternate 3 should reduce the accident rate on US 1 although it will be less desirable from a safety perspective for MD 543 and the Bynum area. Therefore, there is a need to preserve a corridor for the extension of MD 23 to MD 543, as well as along MD 543 for future study. Furthermore, staging alternatives for MD 23 Extended, if feasible, would involve the construction of the Bynum Options later than the construction of US 1 Relocated.

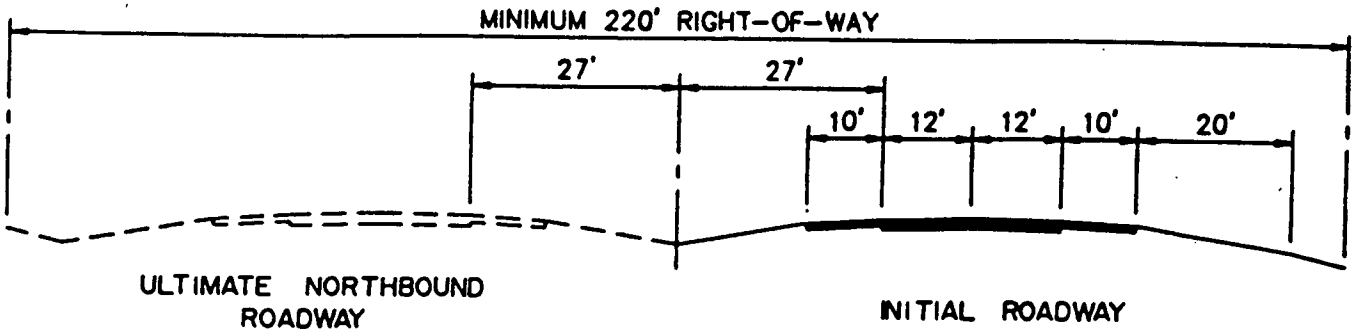
The diversion of traffic from US 1 would reduce the majority of conflicts caused by the movements of the local business and commuter traffic versus the desires of the through traffic. This would also reduce congestion

now present at peak times and lower the incidence of the collision types which are prevalent in the Hickory area. Consequently, accident costs, which include present worth of future earnings of those persons killed and permanently disabled, as well as monetary losses resulting from injury and property damage accidents would decrease.

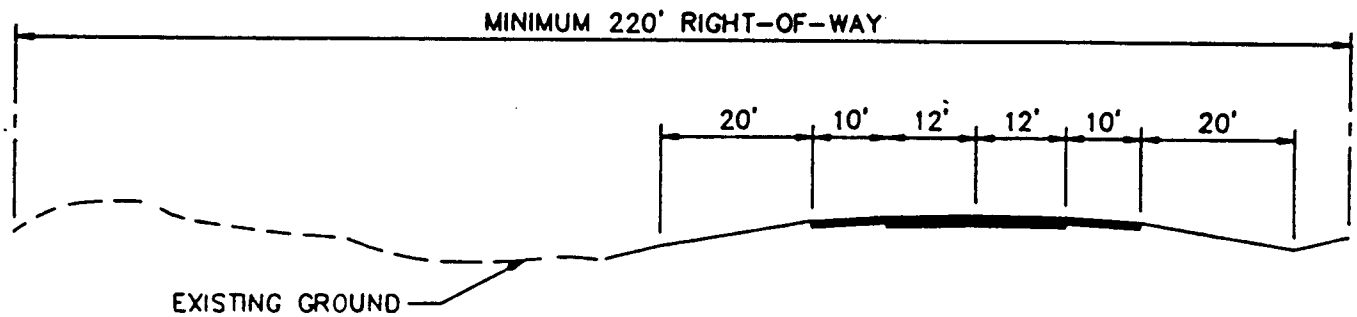
4. Design Characteristics of Selected Alternate

The Selected Alternate proposes to construct both US 1 Relocated and MD 23 Extended as two-lane roadways. US 1 Relocated would ultimately be a four-lane roadway with a 54-foot median. The typical sections for both roadways would taper into the existing pavement sections at the project limits. The roadways will meet 60 mph design speed criteria with a maximum superelevation rate of 6 percent for both the vertical and horizontal alignments.

The terrain is rolling and no difficulties were encountered in establishing a vertical alignment which consists of maximum and minimum grades of 3 percent and 0.5 percent, respectively. The maximum horizontal curve is 4 15'. Full access controls will be implemented along both roadway corridors where the right-of-way line of through highway has been designated. This is throughout the project length except at the proposed intersections with State highways.



U.S. ROUTE 1 RELOCATED



MARYLAND ROUTE 23 EXTENDED

TO US 1 RELOCATED
(ALTERNATIVE 3)

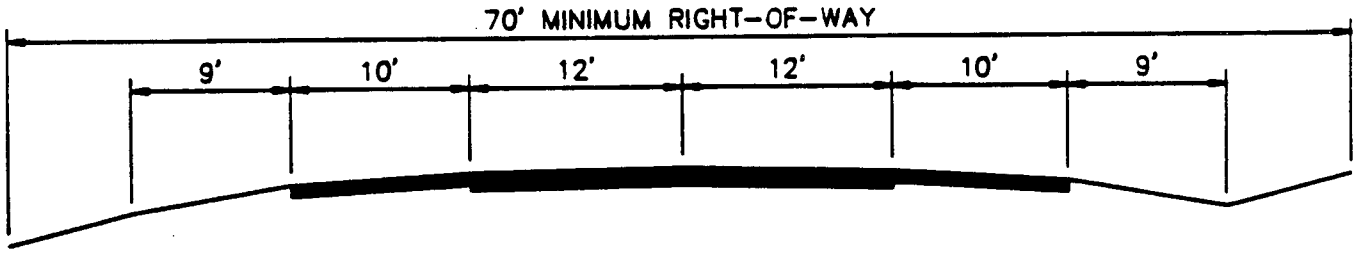
THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

U.S. ROUTE 1/MD. ROUTE 23
EXTENDED-HICKORY BYPASS

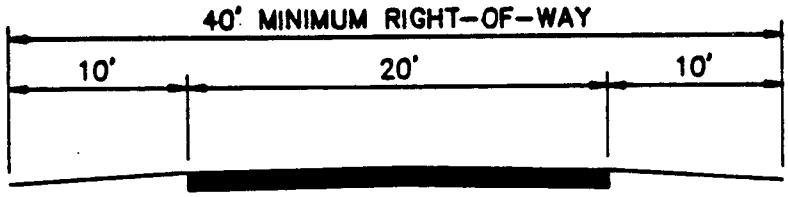
TYPICAL SECTIONS

SCALE: NOT TO SCALE

FIGURE 4



CONNECTING ROADS AT BYNUM



ENTRANCE NORTH OF U.S. 1/MARYLAND ROUTE 543 INTERSECTION

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

U.S. ROUTE 1/MD. ROUTE 23
EXTENDED-HICKORY BYPASS

TYPICAL SECTIONS

SCALE: NOT TO SCALE

FIGURE 5

5. Environmental Summary

The following discussion summarizes the environmental impacts of Alternate 3, the Selected Alternate.

a. Socio-Economic and Land Use

Alternate 3 will require the displacement of three residences and one business. Approximately 30 acres of right-of-way would be required by the construction of Alternate 3. No minority, elderly, or handicapped individuals would be adversely impacted. All individuals and families would be relocated in accordance with the provisions of the "Uniform Relocation Assistance and Land Acquisition Policies Act of 1970." A reasonable lead time of 6 to 12 months would be required to accomplish the relocations. Although ample housing is available in nearby areas, a number of last resort housing cases may be anticipated.

TITLE VI STATEMENT

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

The Selected Alternate will provide safe access and improve travel operations within the Hickory area. The elimination of congestion in and around Hickory will have a beneficial effect on local travel, delivery of goods and services, and facilitate the provision of emergency services within the area.

Alternate 3 is consistent with Harford County's future land use plan.

The Wade R. Tucker Athletic Field, which is owned by the State Highway Administration and leased to the County for recreational activities, would be required for right-of-way purposes. The County was always aware that this property would utlimately be required for the Hickory Bypass. SHA investigated various areas for possible relocation of the atheletic field but to no avail. On September 25, 1986, the Federal Highway Administration concurred that Section 4(f) does not apply to this property.

b. Historic and Archeological Sites

The SHPO has detemined that Alternate 3 will have no effect on the Vineyards historic site as none of the characteristics which qualify it for inclusion in the National Register of Historic Places will be altered. There will be no change to its location, setting or use as they relate to its significant historical features.

The Grafton-Klein House, which is eligible for listing in the Register, will be affected as US 1 will be relocated to the rear of the property, resulting in the introduction of visual and audible elements and the subsequent alteration of the general setting. Nonetheless, no property within the historic site boundary will be acquired or altered. For this reason, the SHPO has agreed to a conditional No Adverse Effect if the SHA landscapes within the right-of-way of relocated US 1 in the vicinity of the Grafton-Klein House in order to shield the road from view. This landscaping plan will be submitted to the SHPO for his review and comment as soon as it is developed in the project design phase. The SHPO's May 3, 1988, letter with these determinations is included in the Correspondence Section of the document.

Alternate 3 will impact one archeological site (18HA167). Phase II work is required to determine whether it is eligible for listing in the National Register, and the approximate site boundaries. Phase III work, if required, will be completed before construction activities begin. The SHPO's March 16, 1988, letter is included in the Correspondence Section. The site is important for the information it contains which may be extracted in a data recovery program, if necessary. The site does not need to be preserved in place.

c. Natural Environment

1) Farmland

Coordination with the U.S. Department of Agriculture, Soil Conservation Service has been completed. Correspondence from the agency is

included in the Comment and Coordination Section of this document in accordance with the Farmland Protection Policy Act. Based on the site assessment criteria, prime farmland impacted by this project warrants minimal consideration for protection.

Alternate 3 would impact approximately 17 acres of prime and unique farmland, and 11 acres of statewide and local important farmland soils.

2) Streams and Wetlands

The construction of Alternate 3 would require seven stream crossings which are tributaries of the Class III - natural trout waters of Bynum Run. Of the seven stream crossings, four are located within or near the Bynum area and three within the forested area north of the Vineyard property. These streams were free from excessive algae growths and sediments. The use of pipes and single cell box culverts would be determined during the final design phase of the project. No in-stream work will be permitted from October 1 through April 30 for Class III waters. In addition, a waterway construction permit from the DNR-Water Resources Administration would be required for each of the crossings.

On November 24, 1987, and January 16, 1988, a field review of wetlands was conducted by SHA in coordination with the Army Corps of Engineers, Department of Natural Resources and U.S. Fish and Wildlife Services. The amount of non-tidal wetland acreage that would be impacted as shown in the 1988 Environmental Assessment has been minimized as a result of the Selected Alternate, Alternate 3. Approximately 10 acres of wetlands valued from meduim to high quality would be impacted by Alternate 3.

In accordance with Executive Order 11990, efforts were made to avoid and minimize harm to wetlands in the study corridor. These efforts included slight alignment shifts for both alternates under consideration and the final selection of Alternate 3 which imposes the least amount of impact to the wetland areas.

Wetland W-1 is located near the Bynum Road athletic field and existing U.S. Route 1 Bypass. Approximately 1.1 acres would be impacted by the construction of U.S. Route 1 and Bynum Option 4. Impacts to this wetland have been reduced since the November, 1987 field review by realigning the intersection of U.S. Route 1 Bypass and U.S. Route 1 Business. This allowed the proposed alignment to be shifted to the south in the vicinity of this wetland. Shifting Bynum Option 4 to the north would result in an additional stream crossing.

Wetland W-4 is located east of Conowingo Road on active farmland. The proposed construction would impact approximately 2.3 acres of this wetland located at the upper end of the system, and isolate a small area of wetlands from the rest of the system. The alignment of the proposed U.S. Route 1/U.S. Route 1 Business intersection was shifted slightly to the north after the November, 1987, field review through this wetland. Therefore, the amount of wetland severed from the main stream was reduced 0.45 acres. Further shifting of the alignment to the north would result in additional impacts to wetlands W-1, W-11 and W-6.

Wetland 11 extends north and south of the proposed intersection of U.S. Route 1 Bypass and U.S. Route 23 Extended and is a continuation of the wetland system which incorporates Wetlands W-4, W-6, W-7 and W-5. The

proposed construction would impact approximately 2.8 acres of a narrow section of this wetland. Shifting the alignment further north of the proposed alignment to reduce impacts to W-11 would result in additional impacts to Wetland W-6 and shifting to the south would increase impacts to a larger area of Wetland W-11.

Wetland W-6 is located approximately 600' north of where the U.S. Route 1 Relocated/MD Route 23 Extended intersection is proposed. Construction of Alternate 3 would require crossing this large wetland system, impacting about 2.5 acres of high value forested wetlands. Shifting the alignment in either direction would result in additional impacts to Wetland W-6 and/or related streams including W-11.

Wetland W-7 is located just west of MD Route 543, about 1,200 feet south of its intersection with existing U.S. Route 1. Construction of Alternate 3 would impact 1.1 acres at the upper end of this wetland system. Shifting the alignment southerly would not lessen the wetland impacts due to the length of the wetland. A shift to the north would lessen or avoid impacts to this wetland but would impact three (3) residences and two (2) businesses in the vicinity of MD Route 543.

Wetland Findings

Because of the residential, commercial and institutional development along the east side of existing US 1 (Conowingo Road) and the

TABLE 2
NON-TIDAL WETLANDS - BYNUM'S RUN WATERSHED
U.S. ROUTE 1 HICKORY BYPASS/MD ROUTE 23 EXTENDED

Wetland Number & Classification	Dominant Vegetation	Hydrology & Soils	Value & Function	Approx. Impact
W-1/PEM5C/SS	cattail/softstemmed bulrush	stream/mottled gleyed	Medium Value Wildlife Habitat/Sediment and Nutrient Trapping (Long-Term)/Flood Desynchronization	1.1 ac
W-2/PFO1A/EM	sycamore/red maple/ black willow/spicebush /cattail/seedbox	small swale/mottled	Outside of Project Area	
W-3/PFO1A	red maple/spicebush/ highbush blueberry/ arrowwood/winterberry	stream/floodplain gleyed mottled	Outside of Project Area	
W-4/PSS1A	black willow/red maple /Juncus sp./softstemmed bulrush/spicebush	drainage blocked by farm road/mottled	Medium Value Wildlife Habitat/Sediment & Nutrient Trappings/Groundwater Discharge/Flood Desynchronization	2.3 ac
W-5/PFO1A	red maple/pin oak/Am. beech	stream/floodplain	High Value Not affected by Alternate 3	
W-6/PFO1A	red maple/pin oak/Am. beech/green ash/ironwood	stream/floodplain	High Value	2.5 ac
W-7/PFO1A	red maple/sweet gum/ tulip/poplar/Am. beech	stream & banks/ alluvial	Medium Value Habitat for Aquatic Wildlife & Fisheries/Sediment & Nutrient Retention	1.1 ac

TABLE 2
NON-TIDAL WETLANDS - BYNUM'S RUN WATERSHED
U.S. ROUTE 1 HICKORY BYPASS/MD ROUTE 23 EXTENDED

Wetland Number & Classification	Dominant Vegetation	Hydrology & Soils	Value & Function	Approx. Impact
W-8/POWH	outside of project area		Outside of project area	none
W-9/PFO1A	pin oak/red maple/Am. elm/arrowwood/elderberry	stream/floodplain mottled/gleyed	Medium Value Not affected by Alternate 3 Sediment & Nutrient Retention /Flood Desyschronization/ Dissipation of Erosive Forces & Groundwate Discharge	
W-10/PFO1A	red maple/pin oak/tulip/ poplar/white oak/ arrowwood	stream/floodplain mottled	High Value Not affected by Alternate 3 Upland & Aquatic Wildlife Habitat/Nutrient & Sediment Retention/Food Chain Support/ Flood Desynchronization/Natural Heritage Value	
W-11/PFO1A	red maple/pin oak/swamp sweetbells/highbush blueberry/royal fern	hummocks/mottled	Medium Value Sediment & Nutrient Retention /Dissipation of Erosive Forces of Agricultural Runoff/Ground-water Discharge	2.8 ac
W-12/PFO1A	red maple	drainage/swale/ mottled	Medium Value Not affected by Alternate 3 Nutrient & Sediment Retention/ Groundwater/Discharge & Recharge	

extensive boundaries of the woodlands, wetlands and streams which abut these properties, shifting the alignment further north would not serve to avoid or minimize environmental impacts.

There is no practical alternative which would completely avoid or considerably minimize impacts to Wetlands W-1, W-4, W-11, W-6 and W-7 and satisfy the project need. Alternate 3 includes all practical measures to minimize harm to the wetlands.

Excess right-of-way owned by the State Highway Administration will be considered for possible wetland replacement sites. The State Highway Administration will replace wetlands on a one for one basis. Coordination will be undertaken with the Army Corps of Engineers and Department of Natural Resources to acquire the appropriate permits. Mitigation will be coordinated with other appropriate state and federal agencies.

3) Floodplains

No 100-year floodplains would be impacted. Strict adherence to a sediment and erosion control plan, approved by the Maryland Department of Environment (MDE) will minimize water quality impacts during construction. Stormwater management practices, also approved by MDE, will be incorporated into the project design to reduce the effects of surface water runoff and

compensate for the loss of previous surface within the study area. These management practices include:

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

It has been demonstrated that these measures can significantly reduce pollutant loads and control runoff.

d. Air and Noise Quality

The air quality analysis indicated that the Selected Alternate will not result in any violations of the 1-hour and 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide (CO) in the completion year (1995) or design year (2015). The S/NAAQS for CO are : 1 hrs - 35 Parts Per Million (PPM); 8 hour - 9 PPM).

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

The air quality analysis has been circulated to the Maryland Air Management Administration and the U.S. Environmental Protection Agency for review and comment. Their comment letters are included in Section V-C.

The method used to predict the future noise levels from the US 1 Hickory improvements was developed by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation. The FHWA Highway Traffic Noise Prediction Model (FHWA Model) incorporates data pertaining to normal traffic volume increases over time, utilizes an experimentally and statistically determined reference sound level for three classes of vehicles (auto, medium duty trucks, and heavy duty trucks), and applies a series of adjustments to each reference level to arrive at the predicted sound level. The adjustments include: 1) traffic flow corrections, taking into account the number of vehicles, average vehicle speed, and a specified time period of consideration; 2) distance adjustment comparing a reference distance and actual distance between receiver and roadway, including roadway width and number of traffic lanes; and 3) adjustments for various types of physical barriers that would reduce noise transmission from source (roadway) to receiver.

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

The following items were considered in determining potential noise impacts:

1) Identification of existing land use
2) Existing noise levels
3) Prediction of future design year noise levels
4) Potential traffic increase.

TABLE 3

Noise Abatement Analysis Summary
U.S. Route 1 Hickory Bypass

Noise Sensitive Area	# of Homes w/ Greater than 5 dBA Reduction and Greater than 67 dBA[1]	Noise Levels Range (Leq)				Barrier			Cost Per Residence ($)	Cost With Berm	
		Ambient	No-Build (Design Year)	Build (Design Year)	Build W/ Barrier (Design Year)	Length (Ft.)	Average Height (Ft.)	Cost (x 1000)		Total ($ Mil)	Per Residence
1	4	56	57	70	61	2390'	20'	1,290	322,650	---[2]	---
2	---[3]	66	55	62-63	N/A	---	---	---	---	---[2]	---
3	---[5]	67	67	67	67	---	---	---	---	---[2]	---
5	---[3]	62	59	65	N/A						
6	---[3]	64	65	64-65	N/A	---	---	---	---	---[2]	---
7	14[4]	47	47	58-62	50-55	412'	20'	222.4	227,480	---[2]	---
8	---[3]	56	58	57-60	N/A	---	---	---	---	---[2]	---
9	---[3]	57	60	63-66	N/A	---	---	---	---	---[2]	---
10	---[5]	71	68	69	67-68	---	---	---	---	---[2]	---

Notes:

1. All of the residences along the existing U.S. Route 1 and Fountain Green Road were constructed after the roads were in use.
2. The feasibility of earth berms will be investigated during final design.
3. Noise levels do not exceed FHWA Noise Abatement Criteria
4. Projected levels do not equal or exceed 67 dBA; projected increases of 10 dBA or greater were predicted.
5. Noise barriers not physically feasible or effective due to driveway and local access.

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

The factors which will be considered when determining whether mitigation is reasonable and feasible will be:

- Whether a substantial noise increase would result from highway project - minimum of 5-dBA increase - of Build over No-Build levels in the design year of the project;

- Whether an effective method is available to reduce the noise and is feasible;

- Whether the cost of noise mitigation is reasonable for those receptors that are impacted - approximately $40,000 per residence.

An effective barrier should, in general, extend in both directions to four times the distance between receiver and roadway (source). In addition, an effective barrier should provide a 7-10 dBA reduction in the

TABLE 4

Project Noise Levels

U.S. Route 1 and MD Route 23 Extended

NSA	Description	Ambient L_{eq}	Design Year (2015) Leq			
			No-Build	Build	Build Option 1	Build Option 2
1	Residential	56	57	N/A	70	70
2	Residential	66	55	N/A	63	62
3	Residential	67	67	N/A	67	67
5	Residential	62	59	65	N/A	N/A
6	Residential	64	65	N/A	64	65
7	Residential	47	47	N/A	62	58
8	Residential	56	58	N/A	57	60
9	Residential	57	60	N/A	66	63
10	Residential	71	68	N/A	69	69

noise level, as a preliminary design goal. However, any impacted noise receptor which will receive a 5 decibel reduction is considered when determining the cost effectiveness of a barrier.

Cost effectiveness or whether the cost of mitigation is reasonable is determined by dividing the total number of impacted sensitive sites, in a specified noise sensitive area that will receive at least a 5 dBA reduction in noise levels, into the total cost of the noise mitigation. For the purpose of the comparison, a total cost of $27 per square foot is assumed to estimate total barrier cost. This cost figure is based upon current costs experienced by Maryland State Highway Administration and includes the cost of panels, footings, drainage, landscaping, and overhead. The State Highway Administration has established approximately $40,000 per residence protected as being the maximum cost for a barrier that is considered reasonable.

The noise analysis indicated that the Federal Highway Administration L_{eq} noise abatement criteria will be exceeded at one noise sensitive area under the No-Build Alternate by the design year 2015.

Under Alternate 3, two sites, NSA 1 located at 2247 Conowingo Road (US 1), and NSA 3 located at 1608 US 1, will exceed the Noise Abatement Criteria. Therefore, abatement was considered at these noise sensitive areas.

NSA 1 will have a projected 2015 noise level 3 dBA above the FHWA noise abatement criteria of 67 dBA. In addition, there is a 13 dBA difference between predicted Build and No-Build levels. A barrier, 2,390' in length by 20' in height with a total cost of $1,290,600 was analyzed. This barrier

would provide at least a 5 dBA reduction for two residences with US 1 Relocated Northern Option 1 resulting in projected levels above 67 dBA. The cost per residence is $645,300. Mitigation at these locations would not be reasonable.

NSA 3 is located in the vicinity of Pritt Lane and existing US 1. Abatement of projected noise levels for this NSA would not be physically feasible due to residential driveway and street access along Pritt Lane and U.S. 1. A barrier would prevent access to the residences in the area and is not considered feasible. A segmented barrier to provide access would degrade the reduction potential of a noise barrier system. In addition, this NSA is used as a business; therefore, mitigation by a barrier is not reasonable or feasible.

NSA 1 was analyzed for berm feasibility and it was determined that an 800-foot long berm five feet in height could be constructed within the proposed State right-of-way along relocated US 1. There would need to be 15 feet of noise wall atop this berm. Additionally, 1,590 feet of a 20-foot high noise wall is needed adjacent to the berm/wall combination to effectively abate this area. At $27 per square foot for the noise wall and neglecting the cost of the berm, this berm/wall combination would cost $1,182,600. Providing protection for two residences, the corresponding cost per residence is $645,300. There is not sufficient room between the edge of existing road and right-of-way to provide a berm along the existing US 1. Mitigation at this NSA is not reasonable or feasibile.

In addition to noise walls, other abatement measures were considered as outlined in the Federal-Aid Highway Program Manual 7-7-3. These include:

1. Traffic Management Measures (e.g., traffic control devices and signing for prohibition of certain vehicles [heavy trucks], time use restrictions for certain types of vehicles, modified speed limits and exclusion lane designations).

   These types of measures are not appropriate for a highway serving moderate volumes of through traffic. It is not possible to prohibit heavy trucks from this type of facility.

2. Alterations of Horizontal and Vertical Alignment

   Changes in the vertical alignment are not feasible as a mitigation measure because this would involve reconstruction along the existing roadway that would result in additional cost and impacts. Minor changes in horizontal alignment may be feasible and could be investigated during the design phase if necessary.

3. Acquisition of Real Property or Property Rights to Establish Buffer Zones or Install Earth Berms.

   As previously discussed, earth berms were investigated.

C. TEAM RECOMMENDATIONS

The recommendation of the Project Planning Team is that Alternate 3, including US 1 Northern Option 1 and Bynum Options 4 and 5, be processed for location and design approvals and be further documented as the Selected Alternate in a Finding of No Significant Impact (FONSI).

Additionally, Harford County is preserving right-of-way corridor widths of 150' and 80' in accordance with the Harford County Major Road Plan for the eastern extension of MD 23 and the widening of MD 543, respectively. This extension of MD 23 and the widening of MD 543 will be studied separately as they have the potential to serve the needs of the area and a preferred alignment cannot be selected until the entire MD 543 corridor is evaluated.

The recommended alternate meets the basic need of the project and minimizes environmental impacts, such as wetlands, and avoids the Vineyards, a National Register Eligible historic site. The inclusion of right-of-way preservation with this alternate would allow compatibility with the local master plan.

Alternate 3 meets the majority of the preferences held by citizens and community agencies. The cost of this alternate is approximately $17 million, which includes the cost of Bynum Options 4 and 5 and Northern Option 1.

IV

Public Hearing Comments

IV PUBLIC HEARING COMMENTS

A Combined Location/Design Public Hearing for the US 1 Hickory Bypass was held on December 1, 1988 at 7:30 p.m. at C. Milton Wright High School in Harford County, Maryland. The purpose of this hearing was to present the results of the engineering and environmental studies, and to receive public comments on the project.

The following is a summary of the statements made at the hearing. A complete transcript of the hearing is available for review in the Project Development Division Offices, State Highway Administration, 707 N. Calvert Street, Baltimore, Maryland 21202. Written comments received subsequent to the public hearing are discussed in the Correspondence section of this document.

1. Mr. James R. Brien, 1610 Cast Drive, Bel Air, MD

   President - Fountain Green Community Association

   Treasurer - Community Coalition of Harford County

   Comment: Opposed both Options for MD 23 Extended to MD 543. Stated that safety statistics at other intersections weren't provided. Options are costly, not necessary and encourage development. Felt that the extension of MD 23 would necessitate the widening of MD 543. MD 543 linked to Forest Hill and Jacksonville would ultimately create a beltway around Bel Air. This would ruin neighborhoods, increase air pollution, noise, and pressure to develop. Wanted rural character of area preserved.

SHA Response: The Selected Alternate, Alternate 3, involves the termination of MD 23 Extended at US 1 Relocated. Improvements to MD 543 south of the proposed tie-in of US 1 Relocated could be addressed as a separate study. Regardless of the selected alternate, traffic along MD 543 will increase due to extensive residential development in this area.

2. Mr. John Cicero, Represents Bynum Ridge Associates (owners and developers of the Greater Harford Industrial Center)

Comment: Concerned about detrimental effect of replacing existing curve with a T-intersection in the Bynum area for the extension of MD 23. Doesn't want to lose roadside frontage and visibility for the industrial park.

SHA Response: The selected alternate, Alternate 3, includes Bynum Option 5. Modifications to Option 5 will be implemented to retain a similar location as the existing curve. Visibility to the industrial park area would not be obstructed.

3. Ms. Carol Akers, 526 Pritt Lane

Comment: Concerned about driveway access onto US 1 from the Bynum area as far north as Hickory and MD 543. Residents on Pritt Lane often cannot make left turns onto US 1 thereby requiring residents to turn right and make a U-turn at the Bel Air Roller Rink. When will the State correct this problem?

SHA Response: Construction of Alternate 3 would occur when final design and right-of-way acquisition are complete and when funding is available. Construction would not begin for at least 5 years. A traffic signal will be placed where the bypass presently connects to US 1, Conowingo Road, north of the Bel Air Roller Rink.

4. Mr. Roger Ammons, 1585 Bentley Circle, in Foxboro Farms

Comment: Stated that excessive development in this area has increased traffic and noise along MD 543 to the degree he cannot enjoy his home. The US 1 Bypass and MD 23 Extended will generate additional traffic noise which would lower property values.

SHA Response: See SHA Response #1.

5. Mr. William Dean - Leeswood Road

Comment: Considered existing Fountain Green Road (MD 543) dangerous because of all the accesses with particular reference to school buses during the morning and evening peak hours. He stated that the extension of MD 23 to MD 543 would create congestion at the US 1 and US 1 Bypass intersections, and was concerned that MD 543 will become a major access route to I-95. He also recommended that SHA study the east-west highway or possibly circumvent the area with a beltway.

SHA Response: The Department of Transportation's Consolidated Transportation Program is a six-year program which encompasses projects

on a regional basis to address traffic problems in the County. It includes MD 22 (Churchville Rd), MD 152 (Mountain Road), US 1/US 1 Business, and US 1 (Bel Air Road). The study of an east-west highway to provide access through Harford County was done in the early 1960's. This project is no longer under consideration due to the environmental impacts identified. However, in 1988, Harford County Transportation Program recognized that MD 543 needed to be studied for future improvements, to accommodate future development in the area. The selection of Alternate 3 would relocate US 1 thereby removing through traffic from local traffic to create a more efficient and safer flow of traffic in the Hickory area. Alternate 3 would not extend MD 23 to MD 543 because the existing capacity of MD 543 would not accommodate the additional traffic generated by this extension.

6. Ms Katy Dallam, 1912 South Fountain Green Road

President of the Harford County Historic District Commission

Comment: Opposed to both options of Alternate 2 which would have an adverse effect on the historic site, the Vineyards. The Garner family and Ms. Dallam's family built their houses over 250 years ago on land which is actively farmed.

SHA Response: Alternate 3, the Selected Alternate, would not impact the historic property of the Vineyards.

7. Ms. Ann Rolfes, 1611 Cass Drive

Comment: Thought that it was illogical for MD 23 Extended to tie-in to MD 543 at C. Milton Wright School where school buses have difficulty turning in and out of the school property. Also, she stated that the intersection of MD 543/MD 22 has a higher accident rate than Hickory.

SHA Response: The Selected Alternate, Alternate 3, terminates the extension of MD 23 at US 1 Relocated which would not tie-in to MD 543 near the school.

8. Mr. James Haney, 1909 Harewood Drive, Edgewood

Comment: Recommended that SHA study a road around Fountain Green and Prospect Hill which would provide for rapid access from MD 24 to I-95.

SHA Response: See SHA Response #5.

9. Mr. Howard Duff, 1505 Hillside Drive

Comment: He stated that the connection of MD 543 to I-95 will necessitate the widening of MD 543 which would then become like a "racetrack." He also indicated that the maps show an extension going through wetlands. Wetlands are fast disappearing due to the extensive damage from development and are not being replaced which is one of the major contributing factors to polluting the Chesapeake Bay.

SHA Response: See Comment #1 and #11 regarding MD 543. The Selected Alternate, Alternate 3, involves the termination of MD 23 Extended at US 1 Relocated and would impact approximately 10 acres of wetlands, whereas Alternate 2 would impact approximately 11-13 acres of wetlands. Impacts to wetlands have been minimized and will be minimized further during design. Further mitigation will be provided.

10. Mr. John Klein, 2247 Conowingo Road

Comment: Proposed improvements have been expected for years. Felt there is a traffic problem which needs to be addressed. Welfare of general public should be primary focus.

SHA Response: Alternate 3, the Selected Alternate, will alleviate much of the traffic congestion in the Hickory area particularly at the intersection of US 1/MD 543.

11. Mr. Nick Marasco, 1609 Cass Drive

Comment: He indicated that traffic congestion was a problem on MD 543 without the I-95 interchange. Any improvements to MD 543 will make it a "raceway." The project needs further study.

SHA Response: Improvements to MD 543 are not a part of this study.

12. Mr. Wayne Sisk, (Lives near C. Milton Wright School)

Comment: Family has lived in the area approximately 23 years. The character of the area is no longer rural. Stated that elected officials have already made the decision that there is no longer a rural Harford County, and he is most unhappy by the dramatic changes.

SHA Response: The proposed improvements are consistent with the Harford County Master Plan.

13. Mr. Carmen George, 1418 Vanstead Court

Comment: Opposed MD 23 Extended because it would contribute to the traffic problem and result in communities which are islands unto themselves. He stated that too many roads are being proposed for the Bel Air area.

SHA Response: See SHA Response #12.

V

Correspondence

A. Written Comments Received Subsequent to the Combined Location/Design Public Hearing and Responses

74

PROJECT
DEVELOPMENT
DIVISION

Dec 19 11 26 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Jim HANEY DATE 12/2/88

PLEASE PRINT

ADDRESS 1909 Harewood

CITY/TOWN Edgewood STATE md ZIP CODE 21040

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

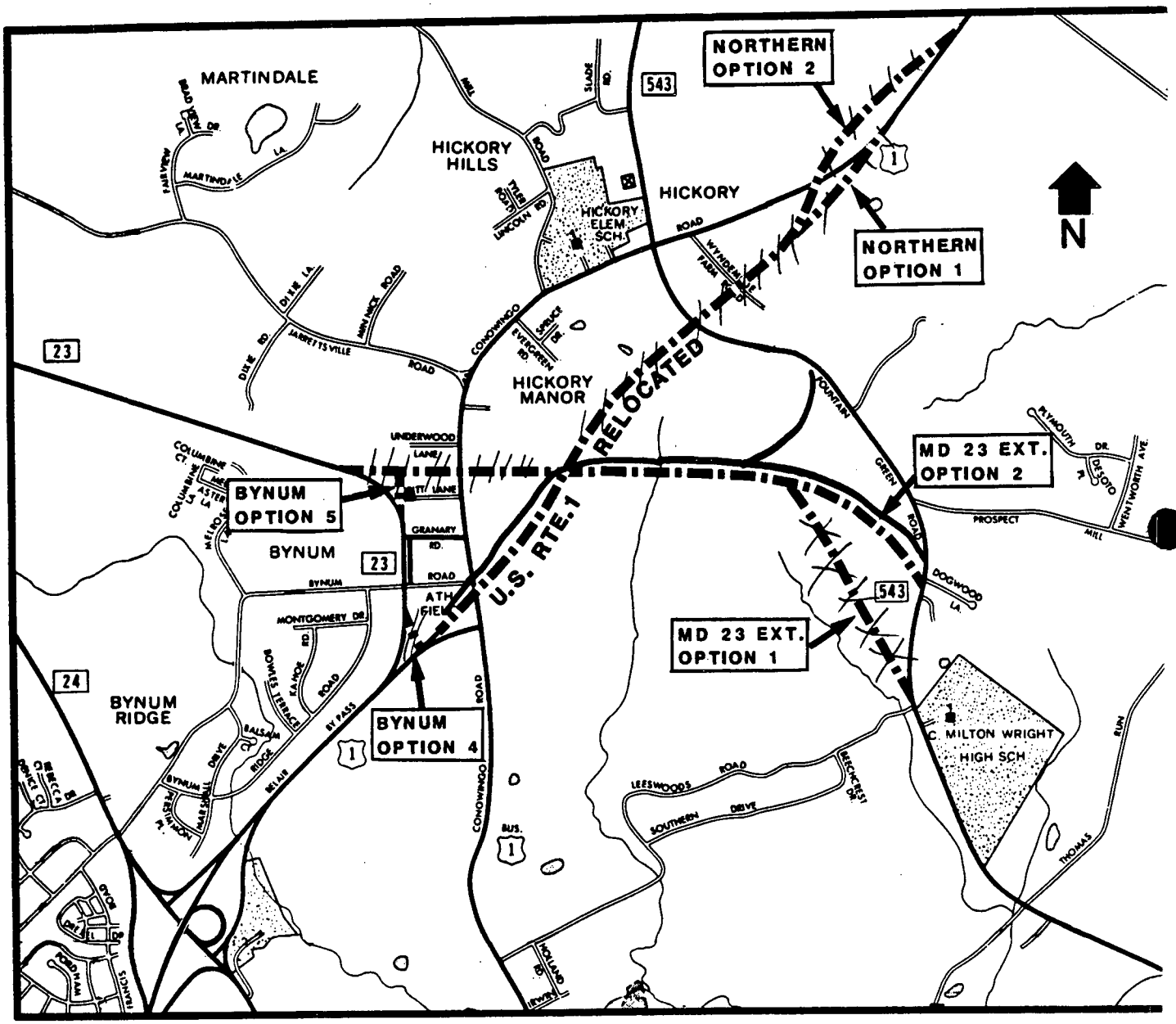
See attached Comments.

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

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

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

ALTERNATE 2



Implement that shown in Red. Permits South Bound Route 1 Traffic to bypass Hickory. Provides all residents north of Hickory an alternate route to Route 1 Bypass. Some road provides residents in C. Milton Right #5 more direct access to bypass + keeps them off Route 1 thru Hickory.

76 Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 5, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Jim Haney
1909 Harewood Court
Edgewood, Maryland 21014

Dear Mr. Haney:

Thank you for your December 2, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study.

The improvement which you have recommended would provide better access to US 1 Belair Bypass from the east; however, it does not provide access from the north. Traffic heading into Bel Air would still have to use US 1 through Hickory. This would not meet the needs for this project.

Thank you again for sharing your comments with us. Your name has been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0 tro - 1-800-492-5062 Statewide Toll Free
707 North Calvert ore, Maryland 21203-0717

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 21, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Jim Haney
1909 Harewood Court
~~Bel Air,~~ Maryland ~~21014~~ 21040
Edgewood
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Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203-0717

BALTIMORE, MD
PM
27 MAR
1989

MAR 27

SERVING
ADDITION

Mr. Jim Haney
1909 Harewood Court
Bel Air, MD 21014

Edgewood, MD 21040

RETURN TO SENDER
Unclaimed
Attempted
Insufficient
No such street
No such office in state
Do not remail in this envelope

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Ralph G - Sally W Puckett DATE 11/28/88

PLEASE PRINT ADDRESS 1754 Whiteford Rd.

CITY/TOWN Darlington STATE Md ZIP CODE 21034

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

Dear Sirs

In reference to the building of a new road that ties into Route 543, we would like to state that we own 122 acres of "The Vineyard" property that only has access to it from Route 543. If option 1 (one) is used that would effectively land lock all of our ground, which of course we do not want to happen, but would ask you to take this into consideration and if a road must be built, to please use Option 2 (two).

Thank you
Ralph and Sally Puckett

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

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

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

Cathy 80

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

April 5, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. and Mrs. Ralph G. Puckett
1754 Whiteford Road
Darlington, Maryland 21034

Dear Mr. and Mrs. Puckett:

Thank you for your November 27, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1, 1988 public hearing.

I can appreciate your concerns regarding impacts to your property associated with MD 23 Extended Option 1. Alternate 3 would be preferable from that respect; however, our traffic projections indicate that it would not relieve increasing traffic congestion along MD 543 in the project area.

Throughout the course of this study we have investigated a number of alternatives and measures to avoid or reduce impacts to your property. MD 23 Extended Option 1 now includes a service road to your property. This road will parallel Option 1 and then connect to Leeswood Road.

We appreciate the significance of "the Vineyards" and will attempt to meet the needs of the project with the least possible impact to your property.

Thank you again for expressing your feelings to us. You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll-free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

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

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0 itro - 1-800-492-5062 Statewide Toll Free
707 North Calvert ore, Maryland 21203-0717

81

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 20, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. and Mrs. Ralph G. Puckett
1754 Whiteford Road
~~Bel Air~~ Darlington, MD 21034

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Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

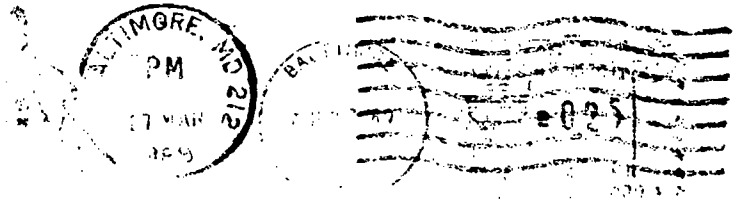
LHE/CP/ih
cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

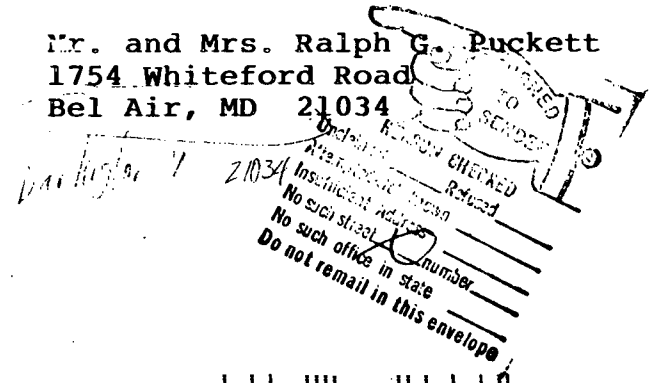
Teletypewriter 383-7555 Baltimore Metro - 565-0451 d Hearing or Speech - 1-800-492-5062 Statewide Toll Free

V-9

Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, Maryland 21203-0717



Mr. and Mrs. Ralph G. Puckett
1754 Whiteford Road
Bel Air, MD 21034



N. Sq
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PROJECT DEVELOPMENT DIVISION

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS DEC 22 1 59 PM '88

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME LOUIS A. DI BITONTO
BEL AIR REALTY ASSOCIATES DATE DEC. 13, 1988

PLEASE PRINT
ADDRESS 1912 TWIN LAKES DRIVE

CITY/TOWN JARRETTSVILLE STATE MD ZIP CODE 21084

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

DEAR SIR,

WE ARE PROPERTY OWNERS OF THE SITE ADJOINING THE PROPOSED ROUTE 23 EXTENDED "HICKORY BYPASS", AT THE INTERSECTION OF U.S. ROUTE 1, COMPRISING 24 ± AC.

IT WAS BROUGHT TO OUR ATTENSHON AT THE PUBLIC HEARING ON DEC. 1, 1988, THAT THE STATE WILL REQUIRE SOME OF OUR PROPERTY FOR YOUR RIGHT OF WAY.

AS DEVELOPERS WE UNDERSTAND YOUR NEEDS, HOWEVER WE HAVE MADE A LARGE CAPITAL INVESTMENT IN THIS PROPERTY, AND MUST TRY TO PROTECT OUR INTEREST, IN THIS DEVELOPMENT.

SINCE YOU DESIRE SOME OF OUR LAND, AND WE DESIRE AN ENTRANCE TO AND FROM THE INTERSECTION AREA OF US. ROUTE 1 AND THE PROPOSED MD. 23 BY-PASS TO OUR PROPERTY. WE WOULD LIKE THE OPPORTUNITY TO SIT DOWN WITH YOUR PLANNING STAFF AND OUR ENGINEERS TO SEE IF BOTH OUR NEEDS BE SERVED BY A POSSIBLE TRADE OF OUR LAND, AT NO COST TO THE STATE, FOR AN ENTRANCE TO AND FROM THE BY-PASS & U.S. ROUTE 1. WE WILL AWAIT YOUR REPLY.

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

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

SINCERELY,

LOUIS A. DI BITONTO

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

84
Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 22, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Louis A. DiBitonto
Bel Air Realty Associates
1912 Twin Lakes Drive
Jarrettsville, Maryland 21084

Dear Mr. DiBitonto:

Thank you for your December 13, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

A principal function of the State Highway Administration is to plan for highway facilities that meet the long term needs of the state and counties. The implementation of full access controls along US 1 Relocated and MD 23 Extended would fulfill the need to provide for improved traffic safety and roadway capacity. For these reasons, access to and from both US 1 Relocated and MD 23 Extended in the area where these roadways would intersect would not be permitted.

I can appreciate your willingness to protect your development interests. It is unfortunate, however, that road relocations which improve safety and capacity for the benefit of the general public will often remove or reduce access. Once an alternative has been selected, we will discuss the acquisition of any property needed for the proposed project. Compensation for the property will be determined through our right-of-way negotiation and appraisal process. If you would like to discuss this process sooner, please call Mr. Robert Tresselt, District Right-of-Way Chief, at (301) 321-3400.

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0 V-11 ...tro - 1-800-492-5062 Statewide Toll Free
707 North Calvert ... ...ore, Maryland 21203-0717

Thank you for again for your comments. You will be notified when an alternative has been approved for this project. If you have any additional questions or comments, you can contact me or the Project Engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen
Mr. Robert Tresselt w/incoming

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME JEAN S. WHEELER
MARIE V. WHEELER DATE 12/12/88

PLEASE PRINT ADDRESS 408 PRINOLE CT

CITY/TOWN BEL AIR STATE MD ZIP CODE 21014

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

We oppose any extension of MD23 (Alternate 2). The environmental destruction including loss of wetlands, adverse impact on the historic Vineyards, and the general RAPE of rural land is too great a price for a road which is a redundancy of Rt 1!

In addition this project will increase the flow of traffic on Rt 543 which will adversely affect traffic between Fountain Green & Creswell.

If these plans have not been implemented in 30 years perhaps they are not the answer. Please reconsider before more of Harford County is laid waste.

Jean S Wheeler
Marie V Wheeler

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

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

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

87 Courtney

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Ms. Jean and Marie Wheeler
408 Prindle Court
Bel Air, Maryland 21014

Dear Ms. Wheeler:

Thank you for your December 12, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

I can appreciate your concerns regarding the additional environmental and traffic impacts associated with Alternate 2 that would result from the proposed extension of Route 23. Alternate 3 would be preferable from that respect; however, it does not provide the east-west roadway improvement that will most safely handle projected traffic volumes. We are considering ways to improve Alternate 3 and reduce impacts associated with Alternate 2.

We have also been considering the relationship of this proposed project to existing Route 543 in evaluating the alternatives being considered.

Thank you again for sharing your comments with us. Your name has been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

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

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert V-14 ore, Maryland 21203-0717

88

PROJECT DEVELOPMENT DIVISION

DEC 19 11 27 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME [illegible] DATE [illegible]

PLEASE PRINT ADDRESS [illegible]

CITY/TOWN [illegible] STATE [illegible] ZIP CODE [illegible]

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

[illegible]

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

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

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

Text of letter sent to SHA

"1. I would need an access to Route #1 on the north side of property if either Northern Option 1 or 2 is used.

2. I would need a southern access at end of lane to go to Hickory on old Route 1.

3. What amount of increased water run off on to the property are we talking about? Since it will propably increase, the way it is presenty set-up is totally unsatisfactory.

4. With the relocation of U.S. 1 with the Northern Opion 2 and the need for alot of my front road footage I should expect to receive an adequate payment."

March 20, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. John B. Grafton
2256 Conowingo Road
Bel Air, Maryland 21014

Dear Mr. Grafton:

Thank you for your November 27, 1988 inquiries regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

In response to your first and second questions, access between US 1 Relocated and US 1 (Conowingo Road) would be provided by building a two-way connection approximately 250' south of your driveway. All movements to and from your property would be accommodated at this location by leaving a portion of Conowingo Road between the proposed connection and your existing driveway open.

The amount of runoff that will result from the construction of the proposed road will be evaluated in the final design of the project. We have proposed sufficient right-of-way to provide a ditch to handle roadway drainage within the State Highway Administration property.

In response to your final question concerning compensation by the State Highway Administration for the acquisition of your front road footage for Northern Option 2, you would be compensated as determined through our right-of-way negotiation and appraisal process. If you would like more information on the right-of-way process, please call Mr. Robert Tresselt, District Right-of-Way Chief, at (301) 321-3400.

333-1191

Thank you for again for your inquiries. You will be notified when an alternative has been approved for this project. If you have any additional questions or comments, you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen
Mr. Robert Tresselt w/incoming

92

PROJECT DEVELOPMENT DIVISION

Nov 31 8 14 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME — Mr. Frank A. Buckley DATE Nov 19, 1988

PLEASE PRINT ADDRESS 3402 Crosswood Dr. Aberdeen MD 21001

CITY/TOWN _____ STATE _____ ZIP CODE _____

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

I like your ideas & I hope they can be adopted. As to alternatives, I am sure you can choose the best ones, all things considered.

☐ Please add my/our name(s) to the Mailing List.* (Keep me on your list)

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

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

93 cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 16, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Frank A. Buckley
3402 Crosswood Drive
Aberdeen, Maryland 21001

Dear Mr. Buckley:

Thank you for your November 9, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Joseph D. Hoopes DATE Dec 3 1988

PLEASE PRINT

ADDRESS 2431 Conowingo Rd.

CITY/TOWN Bel Air STATE Md. ZIP CODE 21014

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

One vote here for Alternate 3
Bypass Option 5
No-the-no Option
Its a good idea and needs prompt action.
It was a disgrace that no elected official would speak their mind at the LD meeting.

Sincerely,
Joseph D. Hoopes

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

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

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

95 Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 16, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Joseph D. Hoopes
2431 Conowingo Road
Bel Air, Maryland 21014

Dear Mr. Hoopes:

Thank you for your December 3, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was presented at the December 1st public hearing. We have been considering them in preparing a recommendation for this project.

Your name has been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert re, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Harford County Committee of Maryland Historical Trust
Sallie Van Rensselaer, Chairman DATE

PLEASE PRINT
ADDRESS 813 Juarcia Court

CITY/TOWN Bel Air STATE MD ZIP CODE 21014

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

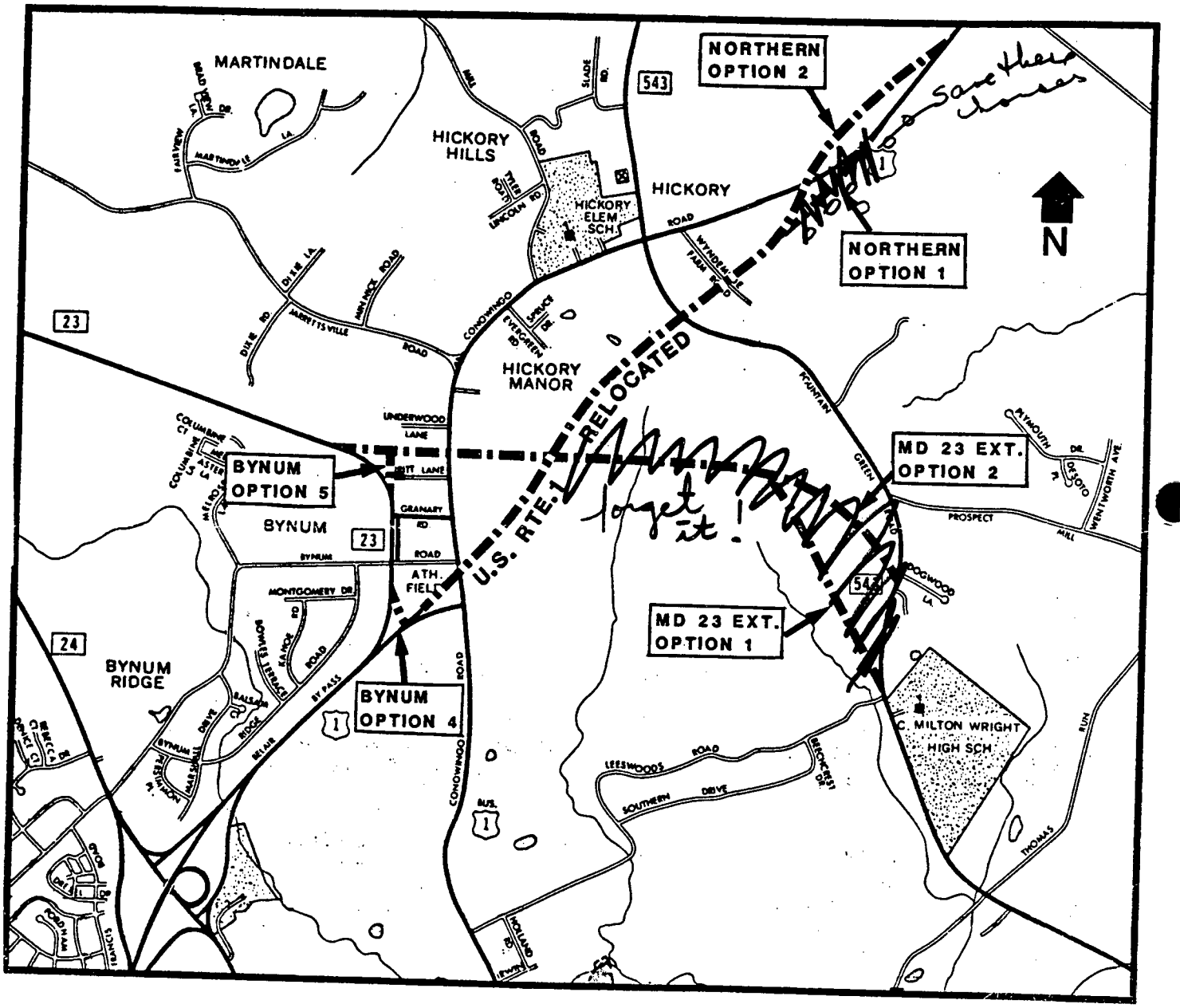
Do not, please, extend Route 23 and dump it into Route 543 in front of C. M. Wright High School nor on to any part of 543. Step back & look at what you're doing to Harford County! I realize the need to improve the access of the Route 23 traffic & the By pass traffic to Route 1. My proposal (for now) is enclosed. Consider forming a Citizen's Committee in the County to go further. All your proposals & you're just making speed ways across Harford from Pennsylvania to 95 in historic & high density areas & still not providing people from Aberdeen access to the upper part of the County without going on Route 22!!! I have asked to be included on your list for information & have received only the enclosed card. Please send me information — on all Harford County proposals — in their infant stage, please.

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

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

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

ALTERNATE 2


MARTINDALE
HICKORY HILLS
HICKORY
HICKORY MANOR
BYNUM
BYNUM RIDGE
C. MILTON WRIGHT HIGH SCH
NORTHERN OPTION 2
NORTHERN OPTION 1
MD 23 EXT. OPTION 2
MD 23 EXT. OPTION 1
BYNUM OPTION 5
BYNUM OPTION 4
U.S. RTE. 1 RELOCATED
forget it!
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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

98 Cathy

March 16, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Ms. Sallie Van Rensselaer, Chairman
Harford County Committee
Maryland Historical Trust
813 Marcie Court
Bel Air, Maryland 21014

Dear Ms. Rensselaer:

Thank you for your comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

I can appreciate your concern about the impacts of the extension of Route 23 as proposed with Alternate 2. Alternate 3 would be preferable in that respect; however, it does not provide the improved east-west travel that will most safely handle projected traffic volumes. As a follow-up to the hearing, we are studying improvements to Alternate 3 that will provide safer traffic service, as well as studying modifications to Alternate 2 that would reduce the impacts of this alternate. Your proposal for this study is being considered in these follow-up studies.

Thank you for sharing your comments with us. You will be notified when an alternative has been approved for this project. Your name has been placed on the mailing lists of our other planning phase projects in Harford County and you will receive information on those projects as well. If you have any additional comments or questions you can contact me or the Project Engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

LHE/CP/ih
cc: Mr. C. Robert Olsen
Ms. Cynthia Simpson w/incoming

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
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707 North Calvert [illegible]re, Maryland 21203-0717

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PROJECT DEVELOPMENT DIVISION

DEC 16 9 42 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Stanley James Nelson Jr DATE Dec 2, 1988

PLEASE PRINT

ADDRESS 1508 N. Mountain Grn. Rd.

CITY/TOWN Bel Air STATE Md ZIP CODE 21014

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

Dear Sir. I would like to say I've lived at the above address for 15 yrs. Along in the last 3 yrs with the Building boom how the traffic really gotten bad. I am in favor of some road Improvements However the Rt 23 opt 1 & 2 take every bit of my land and my new house I've just started. I have cleared the land with just an ax it's a lot of work. Maybe that's why I don't want to see a road go through it. There are 6 to 8 Deer that come in the woods here and come out past my house every day. They like these woods here also. I've also talked with my two kids and they also don't want to see it go. Why not make 543, 4 Lanes or 3 Lanes with center lane turning lane. It's a bad spot where you have 23 going out on to 543 (just above the School?) I guess my opinion the way you have all the traffic now it's a bad spot with the H.School just below the exit I am for the Rt #1 Hickory Bypass also think Rt #1 Bypass From Benson Rd. To Rt 1 & Rt 1 Bypass should be made 4 Complete Lanes. Please keep me informed

☐ Please add my/our name(s) to the Mailing List. I would really like to Include

☐ Please delete my/our name(s) from the Mailing List My Home Thank you

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

Yvette Nicole Stanley J. Nelson

I ow Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Stanley J. Nelson
1508 N. Fountain Green Road
Bel Air, Maryland 21014

Dear Mr. Nelson:

Thank you for your December 2, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

I can appreciate your concerns regarding impacts to your property associated with Alternate 2 that would result from the proposed extension of Route 23. In that respect, Alternate 3 would be preferable. However, Alternate 3 does not provide the east-west roadway improvement that will most safely handle projected traffic volumes. We are considering modifications to improve traffic service associated with Alternate 3 and to reduce impacts associated with Alternate 2. Your improvement recommendations for MD 543 will be included in these follow-up studies.

Thank you for sharing your comments with us. You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

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

My telephone number is (301) 333-1191

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101

PROJECT DEVELOPMENT DIVISION
DEC 16 9 40 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME ANTHONY J. PULEIO DATE 9 DEC 88

PLEASE PRINT

ADDRESS 1920 N. FOUNTAIN GREEN Rd

CITY/TOWN BEL AIR STATE MD ZIP CODE 21014

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

WE THINK THAT ALTERNATE 2 COULD ONLY MAKE TRAFFIC MUCH WORSE ON RT 543 by ADDING MORE TRAFFIC AND INTERSECTIONS

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

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

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

102
Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Anthony J. Puleio
1420 N. Fountain Green Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Puleio:

Thank you for your December 9, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

Our traffic projections indicate that Alternate 2 would relieve increasing traffic congestion along Route 543 in the project area more efficiently than Alternate 3. Increased traffic along MD 543 south of this project is likely to result from projected growth in Harford County regardless of the proposed project. We have been considering this issue in evaluating the alternatives presented at the public hearing.

Thank you again for sharing your comments with us. You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

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109

PROJECT
DEVELOPMENT
DIVISION

JAN 3 3 44 PM '89

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME MR & MRS FREDERICK KIMBALL DATE 12-14-88

PLEASE PRINT

ADDRESS 1606 CASS DRIVE

CITY/TOWN BEL AIR STATE MD ZIP CODE 21014

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

WE ARE OPPOSED TO THE MD 23 EXTENDED OPTION 1 AND 2. AS WE SEE THE ONLY ONES BENEFITING FROM THESE TWO OPTION ARE THE PEOPLE ALONG THE NORTHERN PORTION OF THE ROUTE ONE BYPASS. OPTION 1 AND 2 WILL ONLY RELIEVE TRAFFIC ON ONE CONGESTED AREA AND ADDING MORE TRAFFIC TOO AN AREA THAT IS ALREADY OVER BURDEN WITH HEAVY TRAFFIC.

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

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

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

104 cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. and Mrs. Frederick Kimball
1606 Cass Drive
Bel Air, Maryland 21014

Dear Mr. and Mrs. Kimball:

Thank you for your comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

Our traffic projections indicate that Alternate 2 would relieve increasing traffic congestion along Route 543 in the project area more efficiently than Alternate 3. We are considering modifications to improve traffic service associated with Alternate 3 and to reduce impacts associated with Alternate 2.

Thank you again for sharing your comments with us. Your names have been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565- letro - 1-800-492-5062 Statewide Toll Free
707 North Calvert nore, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Artie B. Rhodes **DATE** Dec 20.1988

PLEASE PRINT **ADDRESS** 1016 Southern Drive

CITY/TOWN Bel Air **STATE** Md. **ZIP CODE** 21014

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

We feel modifying Alternate 1 by using Bynum Option 4 Alternate 3 to connect to present Conowingo Rd should be used. Traffic exiting into Conowingo Rd could be controlled by a traffic light which probably would only have to be used to serve evening commuters -balance of day being on blinker control. If this is rejected, we feel Alternate 3 is the only acceptable choice. This would solve the traffic problem, be the most economical and have least impact on property. We feel Alternate 2 should definitely be disregarded. It would create a very dangerous traffic condition being so near C. Milton Wright School. Option 2 should never be considered. The increased traffic on 543, Leeswood Rd and the high school would create a deplorable traffic condition and be dangerous to children walking to school and also to traffic entering and exiting the school as well as Leeswood Road. We feel the extra traffic that will be generated by the 95/543 interchange, alternate plan 2 is accepted plus all the new developments using 543 will create an intolerable situation. We strongly recomment modifying Alternate 1 by using Bynum Option 4 or possibly Bynum Option 5 into present Conowing Rd would suffice and save millions of dollars.

Artie B Rhodes
Thelma C. Rhodes

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

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

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

106 Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Artie B. Rhodes
1016 Southern Drive
Bel Air, Maryland 21014

Dear Mr. Rhodes

Thank you for your December 20, 1988 comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

I acknowledge your prefernce for the No-Build Alternate; however, since this alternate would result in increased congestion and accidents as traffic volumes increase, we do not consider it a desirable alternative.

The Bynum Option 4 connection was developed as an alternative access route (other than Granary Road) into the Bynum area. Since full controls of access would be required at the proposed U.S. 1/U.S. 1 Relocated intersection, a new connection to Conowingo Road at this location would not be compatible.

I can appreciate your concerns regarding the additional impacts associated with Alternate 2 that result from the proposed extension of Route 23. Alternate 3 would be preferable from that respect; however, it does not provide the east-west roadway improvement that will most safely handle projected traffic volumes. As a follow-up to the hearing, we are studying modifications to Alternate 3 that will provide safer traffic service, and to Alternate 2 that would reduce the impacts of this alternate.

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free
707 North Calvert V-33 ore, Maryland 21203-0717

Thank you for sharing your comments with us. You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora

Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

108

PROJECT DEVELOPMENT DIVISION
JAN 10 1 23 PM '89

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME Carolyn & James Chrismer DATE 1/4/89

PLEASE PRINT ADDRESS 1010 Leeswood Rd

CITY/TOWN Bel Air STATE MD ZIP CODE 21014

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

If roads must be built, we favor Alternate 3 which does not connect Rt. 23 to Rt. 543. We feel Alternate 2 is an unnecessary extension of Rt 23 and will have strong adverse effects on the quality of life in the area. Furthermore, it would create hazardous traffic conditions for residents of the Leeswood area and students at C. Milton Wright High School. It would also have a detrimental environmental effect on the farms, wildlife, woods and open space in the area.

We request that you accomplish your goals of traffic safety not by building more high speed roads but by enforcing existing traffic laws and improving intersections with arrows and turning lanes.

Sincerely,
Carolyn A Chrismer
James E Chrismer

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

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

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

109 cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 14, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. and Mrs. James Chrismer
1010 Leeswood Road
Bel Air, Maryland 21014

Dear Mr. and Mrs. Chrismer:

Thank you for your January 4th comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

I can appreciate your concerns regarding the additional impacts associated with Alternate 2 that would result from the proposed extension of Route 23. Alternate 3 would be preferable from that respect; however, it does not provide the east-west roadway improvement that will most safely handle projected traffic volumes. We are considering modifications to improve traffic service associated with Alternate 3 and to reduce impacts associated with Alternate 2.

The improvements which you have requested may provide safer traffic flow and will be further analyzed by our district office. These, however, are interim improvements. The improvements which we have proposed are necessary to provide long term traffic safety since the existing roadways in Hickory will not handle projected traffic volumes efficiently nor safely.

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0[illegible]tro - 1-800-492-5062 Statewide Toll Free
707 North Calvert V-36 ore, Maryland 21203-0717

Thank you for sharing your comments with us. You will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: _____
Catherine Pecora
Project Manager

LHE/CP/ih

cc: Mr. C. Robert Olsen

11

PROJECT DEVELOPMENT DIVISION
DEC 19 11 25 AM '88

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. H 873-101-470
PDMS No. 122040
US 1/MD23 - Hickory Bypass
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 1, 1988 at 7:30 p.m.

NAME RICHARD W. GARNER DATE 11-22-88

PLEASE PRINT

ADDRESS 1414 KAHOE ROAD

CITY/TOWN FOREST HILL STATE MD. ZIP CODE 21050

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

I FAVOR ALTERNATE 2, BYNUM OPTION'S 4 AND 5, NORTHERN OPTION 1, AND MD 23 EXT. OPTION 1. HOWEVER, I DON'T TOTALLY UNDERSTAND BYNUM OPTION 4.

QUESTION: WILL BYNUM Rd BETWEEN RT 1 BYPASS AND BUS #1 AT US 1 REL. BE STOPPED? I WOULD THINK IT WOULD HAVE TO BE.

QUESTION: IF YOU ARE GOING NORTH ON US RTE 1 REL, DO YOU MAKE A SHARP LEFT TURN TO GET TO THE OLD ROUTE 1 BYPASS AND TO BYNUM Rd?

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

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

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

112 Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

March 16, 1989

Re: Contract No. H 873-101-471 N
US 1/MD 23 - Hickory Bypass
PDMS No. 122040

Mr. Richard W. Garner
1414 Kahoe Road
Forest Hill, MD 21050

Dear Mr. Garner:

Thank you for your November 22, 1988 comments and questions regarding the US 1/MD 23 Extended (Hickory Bypass) study that was presented at the December 1st public hearing.

In answer to your first question, Bynum Road will be closed at US 1 Bus. (Conowingo Road). A cul-de-sac (turnaround area) would be built at this location; however, the remainder of the roadway between the cul-de-sac and the existing MD 23 connection would remain as it exists today.

In answer to your second question, Bynum Option 4 would provide an alternative route for traffic to the Bynum area other than existing Route 1. With this option, access to Bynum Road from northbound US 1 Relocated would be made by turning left at the US 1 Relocated/Bynum Option 4 intersection. A separate left turn lane would be provided.

Thank you again for sharing your comments with us. Your name has been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can contact me or the project engineer, Mr. Lorenzo Bryant, at (301) 333-1191 or toll free at 1-800-548-5026.

Very truly yours,

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

by: Catherine Pecora
Catherine Pecora
Project Manager

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

My telephone number is (301) 333-1191

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-0 tro - 1-800-492-5062 Statewide Toll Free
707 North Calvert ore, Maryland 21203-0717

113

JOHN R. CICERO
ATTORNEY AT LAW

920 PROVIDENCE ROAD, SUITE 306 · TOWSON, MARYLAND 21204
301-828-8282

December 6, 1988

Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203

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

RE: Bynum Ridge Associates, owners of the
Greater Harford Industrial Center,
Comments to H 873-101-470 PDMS No. 122040
U.S. Route 1/Maryland Route 23 Hickory Bypass

Dear Mr. Pedersen:

This is with further reference to the above captioned contract.

On April 21, 1987 you wrote me acknowledging receipt of the preliminary site development plan of the Greater Harford Industrial Center and requested that we keep you advised of changes as they occurred to the development, especially those pertaining to the Bynum area.

Since my last letter to you dated April 2, 1987, Bynum Ridge Associates, owners anddevelopers of the project, have completed the installation of sewer and water lines, asphalt paving and concrete curbs to the road net inside their Center, specifically Robin Circle and Granary Road. A Certificate of Completion was signed by Harford County inspectors on November 15 and final inspection has been scheduled for December 8, 1988. In addition, the storm water management facilities required by the State and County environmental protection people have also been completed and approved. We have also recently completed construction of a 35,000 square foot building on Lot #3 known as 343 Granary Road. We are hopeful that one of our expanding tenants, with whom we are presently negotiating, will shortly occupy this entire building.

At present there are some 250-300 people employed in this Center with more to come.

December 6, 1988

Maryland Department of Transportation
State Highway Administration
Attn.: Mr. Neil J. Pederson

RE: Contract H 873-101-470 PDMS No. 122040
U.S. Route 1/Maryland Route 23 Hickory Bypass

On December 1, 1988, I appeared at the C. Milton Wright High School Public Hearing on the Combined Location/Design U.S. Route 1/MD Route 23 Extended Hickory Bypass Project. I informally made known prior to the meeting our concerns involving Bynum Option 5 to Ms. Catherine Pecora and Mr. Chris Larson. The purpose of this letter is to formalize the problem as we see it caused by the deletion of a part of the curve of Route 23 around the northeast boundaries of our property and the extension of 23 thereat to a T-type intersection at MD. Rte. 23 Ext.

Bynum Option 5 will deny Bynum Ridge Associates the most valuable frontage along the curve at Route 23 as it presently exists and will further deny the high visibility which the present configuration affords. This will cause a diminution in the value of these road frontage parcels.

We were unable to determine at the hearing from your maps or from your people what the size and depth of the triangle to be formed by the T intersection will be, whether the State of Maryland owns it and whether there is any present plan to develop this triangle or even if it is susceptible of being developed. We, therefore, request that you as soon as practicable furnish us with the above details concerning the triangle in question.

We stand ready, willing and able to cooperate with your agency to see if our concerns can be favorably resolved for all interested parties. Your cooperation as always is appreciated.

Very truly yours,

John R. Cicero

JRC/ds

John R. Cicero

cc: Mr. Frank F. Favazza, Jr.
Mr. Bernard C. Ruck

115 Cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

December 22, 1988

Mr. John R. Cicero, Attorney at Law
920 Providence Road, Suite 306
Towson, Maryland 21204

Dear Mr. Cicero:

Thank you for your December 6th letter concerning the proposed Bynum Option 5 of the US 1/MD 23 (Hickory Bypass) study that was presented at the December 1st public hearing.

Both Bynum Options 4 and 5 were developed to provide alternative routes for traffic other than existing US 1, between the proposed US 1 relocation and MD 23 extension. The deletion of the existing curve in MD 23, as proposed under both options, is expected to reduce the speed of vehicles traveling into the Bynum area and thereby improve safety.

The existing triangular parcel fronting MD 23 is approximately 1.82 acres. It would be reduced to .65 acre with Bynum Option 5. The land is zoned commercial and is privately owned. Access controls do not exist on this existing portion of MD 23 and would not exist on the proposed connection. To date, we are not aware of any plans to develop this parcel since no requests for access or building permits have been forwarded to, or approved by, Harford County or the State Highway Administration.

It is unfortunate that road relocations which generally improve safety will often reduce access. While this could have an effect on your business, there is no direct impact that we could estimate. Therefore, an estimate of this effect would be speculative and we could not provide compensation on that basis. I understand your concern regarding the deletion of this roadway and will consider your position when making a recommendation to the State Highway Administrator regarding the Bynum Options.

My telephone number is (301) 333-1110

Teletypew aired Hearing or Speech
383-7555 Baltimore Metro - 565-0 V-42 tro - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

Please continue to forward any comments or inquiries you may have concerning the subject property and/or any other aspect of the Hickory Bypass study. If you would like to discuss this, please call me or the project manager, Catherine Pecora. Ms. Pecora's telephone number is (301) 333-1191.

Very truly yours,

Neil J Pedersen

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

NJP/ih

cc: Mr. C. Robert Olsen
Mr. Robert Tresselt

117

PROJECT DEVELOPMENT DIVISION

DEC 19 2 22 PM '88

December 14, 1988

Mr. C. Robert Olsen
District Engineer - District #4
State Highway Administration
2323 West Joppa Road
Brooklandville, MD 21022

Dear Mr. Olsen:

We, the officers and members of the Board of Directors of the Leeswood Community Association, are writing to you concerning the proposals under consideration for extension and changes for U.S. Route 1/Maryland Route 23 Extended Hickory Bypass. We represent the 77 families living in the Leeswood subdivision.

A number of our members and residents attended the public hearing on December 1, 1988 and have studied carefully the various proposals.

It is our position that Alternate 3 is the only acceptable choice, if your administration dismisses Alternate 1. Our reasons for this position are:

(1) This alternate solves the traffic problems caused by the termination of Route 1/Maryland 23 bypass at business Route 1.
(2) This alternate has the least impact on the number of residences, commercial, industrial, and agricultural properties affected.
(3) This alternate will minimize the cost of total construction to both state and federal taxpayers, as your graph on page 15 of the booklet clearly indicates.

We find that Alternate 2 is totally unacceptable for the following reasons:

(1) It will create very hazardous traffic conditions for residents of Leeswoods and for students and faculty connected with C. Milton Wright High School.
(2) It will have a greater impact on many more families and agricultural area.
(3) It will be much more costly to all taxpayers.

We are vehemently opposed to Alternate 2, Option 1, because:

(1) This option will create a very dangerous situation for children walking to and from C. Milton Wright High School, from Leeswoods and surrounding developments.

(2) This option will have a much greater environmental impact by the cutting of trees, destruction of small wildlife, and plant material and the destruction of a natural barrier and area of beauty which was one of the primary reasons that induced us to build our homes here.

We have already experienced and witnessed accidents at the intersection of Leeswood Road and MD Route 543. The greatly increased traffic flow and the speed of vehicles, combined with a large number of young inexperienced drivers entering and exiting C. Milton Wright will inevitably create a dangerous situation.

We understand and appreciate the difficult decisions which you and your staff are being forced to make. We urge you to give our stated positions careful consideration in your deliberations. We need a realistic long-range plan to try to preserve as much of the rural atmosphere remaining as possible, while responding to the traffic needs of the county. We believe that Alternate 3 accomplishes this goal.

Very truly yours,

Board of Directors

Helen Abbruscato

Helen Abbruscato

Edgar P. Hopkins, Jr.

Eugene Szarowicz, Jr.

Charlotte B. Harlan

Charlotte B. Harlan
President

S. Michael Everett

S. Michael Everett
Vice President

Debbie Everett

Debbie Everett
Secretary

Millie Beck

Millie Beck
Treasurer

cc Senator Catherine I. Riley
Delegate William H. Cox, Jr.
Delegate Barbara Kreamer
Delegate Eileen Rehrmann

cc Mr. Neil Anderson

119 LOU

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

1908 - 1988
80 YEARS of SERVICE

Maryland Department of Transportation
State Highway Administration

JAN 0 3 1989

Leeswood Community Association
c/o Ms. Charlotte B. Harlan, President
905 Leeswood Road
Bel Air, MD 21014

Dear Ms. Harlan:

Thank you for your December 14th letter to Mr. Robert Olsen regarding the U.S. Route 1/MD. Route 23 Extended (Hickory Bypass) study. Since this project is in the project planning phase, Mr. Olsen has asked me to answer this letter on his behalf.

I can appreciate your concerns regarding the additional impacts and costs associated with Alternate 2 that result from the proposed extension of Route 23. Alternate 3 would be preferable from that respect; however, it does not provide the improved east-west travel that will most safely handle projected traffic volumes. As a follow-up to the hearing, we are studying improvements to Alternate 3 that will provide safer traffic service, as well as studying modifications to Alternate 2 that would reduce the impacts of this alternate.

We will be evaluating these studies in light of your comments. Thank you for your input. Your names have been placed on the mailing list so that you will be notified when an alternative has been approved for this project. If you have any additional comments or questions you can call the Project Manager, Ms. Catherine Pecora, at (301)333-1191 or toll free at 1-800-548-5026.

Very truly yours,

Neil J Pedersen

Neil J. Pedersen
Office of Planning and
Preliminary Engineering

NJP:kn
cc: Senator Catherine I. Riley
Delegate William H. Cox
Delegate Barbara Kreamer
Delegate Eileen Rehrmann

My telephone number is (301) 333-1110

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

1/2

Fountain Green Community Association, Inc.

BEL AIR, MARYLAND 21014

November 28, 1988

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

Re: Speaker's List: Public Hearing
12/1/88 MD 23

Dear Mr. Pedersen:

I write you at this time for the dual purpose of requesting my name be placed on the list of speakers as well as memorializing the position of the community I represent on the issue of MD 23 to 543 extension.

As President of this organization, I represent the communities of 650 - 700 homes known as Fountain Green Heights, Greenridge I, and Greenridge II (Prindle and Redfield).

We, as a community, strongly and urgently oppose the specific aspect of the plan which provides for"the extension of MD 23 from west of US 1 to MD 543."

We intend to fight the approval and construction of this extension for the following reasons:

1. Most importantly, there simply is no real and present need for the extension. The traffic does not demand it. It is simply an artificial, planning idea for some abstractly-conceived convenience. The current reality is - it will hurt the Fountain Green area.

2. With the nearly completed I95 interchange on 543, it may serve to make 543 into a Bel Air beltway thereby severely and inalterably inpacting the residential-agricultural character of Rt. 543.

3. It will increase the traffic-related noise, air pollution and trash along the corridor thus extending unchecked urban sprawl.

4. Rt. 543 (even with the slated changes) cannot handle the increased traffic with safety. The road simply is not capable to serve this purpose and will not be so for years, moreover, we as a community, intend over the years to secure the basic,

residential character of 543 (except for the current convenience stores at a few major intersections - 22, 136, 1).

5. For all of the above reasons, planning or constructing it at this time is a waste of taxpayer's money when viewed from the perspective of the many, current and pressing road problems which are crying out for attention.

Please include the above comments in the "Public Hearing Transcript" and place my name in line to speak at the hearing on these issues so vital to the future of our community.

Very truly yours,

James R. O'Brien, President
1610 Cass Drive
Bel Air, Maryland 21014
Phone: (301) 879-7521

12 cathy

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 5, 1989

Mr. James R. O'Brien, President
Fountain Green Community Association, Inc.
1610 Cass Drive
Bel Air, Maryland 21014

Dear Mr. O'Brien:

Thank you for your comments regarding the US 1/MD 23 Extended (Hickory Bypass) study that was the subject of the December 1st public hearing.

A principal function of the State Highway Administration is to plan for highway facilities that meet the long term needs of the state and counties. The extension of MD 23 would improve travel in Harford County. Consideration of social, economic, and environmental impacts is a vital element of the project process.

In your recent letter, you noted problems associated with extending MD 23. As a follow-up to the hearing, we are studying the feasibility of modifying our proposal to minimize impacts. One of the modifications being considered is a reduced typical roadway section east of the proposed US 1 relocation. We also continue to seriously consider the alternate which would not extend MD 23 east of US 1 Relocated to be a viable alternate.

Thank you for sharing your comments with us. Your name has been placed on the mailing list to receive project status information. Please let me know if you have any additional comments or questions, or feel free to contact the project manager, Catherine Pecora at (301) 333-1191.

Very truly yours,

Neil J. Pedersen

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

NJP/ih

cc: Mr. C. Robert Olsen
Mr. William G. Carroll
Mr. Philip Earles
Ms. Cynthia D. Simpson

My telephone number is (301)_____

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-04 V-49 ro - 1-800-492-5062 Statewide Toll Free
707 North Calvert S... re, Maryland 21203-0717

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RECEIVED
#473
NOV 28 1988
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

E. HAYES GARDINER
1201 CONOWINGO ROAD
BEL AIR, MARYLAND 21014

November 20, 1988

Neil J. Pedersen
Director of Planning & Preliminary Engineering
707 North Calvert Street
Baltimore, Md. 21202

Dear Mr. Pedersen,

We are writing to you of our concern about our farm "The Vineyard" at 1201 Conowingo Road Bel Air, Md.

Last week after attending a meeting of the Harford Co. Preservation Commission we were distressed to learn that you and your people believed that we were agreeable to any plans you had concerning the highway project through "The Vineyard". This is most definitely not true.

We have worked with many individuals from the SHA. We worked particularly with Ms Pecora and Mr. Bryant, and do want to say at this

E. HAYES GARDINER
1201 CONOWINGO ROAD
BEL AIR, MARYLAND 21014

time that they have been most helpful, and we thank them for their interest in working with us to preserve the farm.

We discussed many possibilities, but at all times we always felt that everyone knew that we were working to find a solution which would save the woodland and prime farmland of "The Vineyard" in its entirety.

We are sympathetic to the enormous job you have ahead of you, and we feel the best way to ensure that you understand our hopes that The Vineyard remain intact is to put into writing our feelings.

E. HAYES GARDINER
1201 CONOWINGO ROAD
BEL AIR, MARYLAND 21014

We have immense pride in our farm, not only because it has been in the same family for over 200 years, but also because it has been maintained as a working farm. It is an enduring symbol of our love of the land and pride in family.

We will be sending copies of this letter to: Senator Catherine C. Riley, Senator William H. Amoss, Mr. John W Schafer Mr. Hibbert W. Freeman Jr., Mr. Rodney Little, and Mr. Christopher Weeks

Thank you for your time and attention.

Sincerely,
Hayes and Susan Gardiner

The Vineyard

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

January 5, 1989

Mr. and Mrs. Hayes Gardiner
1201 Conowingo Road
Bel Air, MD 21014

Dear Mr. and Mrs. Gardiner:

Thank you for your November 20th letter expressing your concerns about the impact of the proposed Hickory Bypass project to your property.

Throughout the course of this study we have investigated a number of alternatives to avoid or reduce impacts to your property. Over the next few months, we will be re-evaluating these proposals in light of your comments. We appreciate the significance of "the Vineyards" and will attempt to meet the needs of the project with the least possible impact to your property.

Thank you again for expressing your feelings to us. If you wish to discuss this with Ms. Pecora she can be reached at (301) 333-1191, or toll-free at 1-800-548-5026.

Very truly yours,

Neil J Pedersen

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

NJP/ih

cc: Senator Catherine Riley
Senator William Amoss
Mr. John W. Schafer
Mr. Habern Freeman, Jr.
Mr. Rodney Little
Mr. Christopher Weeks
Ms. Catherine Pecora
Ms. Cynthia Simpson

B. Elected Officials

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HARFORD COUNTY GOVERNMENT
DEPARTMENT OF PLANNING AND ZONING

April 26, 1989

RECEIVED
MAY 16 1989
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Hal Kassoff, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

RE: CONTRACT NO. H 873-101-470 N
US 1/MD 23 - HICKORY BYPASS
PDMS NO. 122040

Dear Mr. Kassoff:

For several years, Harford County and the Town of Bel Air have recognized the need for the Hickory Bypass and the need for east/west traffic flow north of Bel Air. Land use and zoning decisions for more than a decade have centered around the future construction of the Hickory Bypass and the extension of Maryland 23. Therefore, we do not support the Value Engineering Team recommendation not to construct the extension of Maryland 23.

We reiterate our comments which are outlined in our January 12, 1989 letter to Mr. Neil Pedersen and our September 18, 1987 letter to Ms. Catherine Pecora in which Harford County supports the extension of Maryland 23. Harford County will retain the portion of Maryland 23 from US 1 relocated to Maryland 543 (Alternate 2) in our Major Road Plan.

We support your Office of Planning and Preliminary Engineering's recommendation of Alternate 3 as the preferred option. Hopefully, you will proceed with the timely construction of Alternate 3, which includes Maryland 23 extended.

Sincerely,

Habern Freeman
County Executive

HF:JAS/lms

CC: William G. Carroll, Director of Planning
Stoney Fraley, P&Z
Jim Smedley, P&Z
Tom Smith, DPW
Jerry Wheeler, DPW
Philip J. Raub, Town of Bel Air
William N. McFaul, Town of Bel Air

129

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June 2, 1989

The Honorable Habern Freeman
Harford County Executive
Harford County Government Building
220 South Main Street
Bel Air, Maryland 21014-3865

Dear County Executive Freeman:

Thank you for your April 26th letter supporting the project planning team's recommendation for Alternate 3 for the US 1/MD 23 Hickory Bypass study and your support for retaining MD 23 Extended between US 1 Relocated and MD 543 on the Harford County Major Road Plan. We also note your support of retaining MD 23 Extended west of US 1 Relocated as part of the selected alternate.

We expect to reach our conclusions regarding a selected alternate within the next several weeks. We will certainly take your position into account.

Meanwhile, if you or your staff have any additional comments regarding the Hickory bypass project, please feel free to contact me or Neil Pedersen. Neil can be reached at 333-1110.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK/t

cc: Harford County Senators (w/incoming)
Harford County Delegates (w/incoming)
Mr. Neil J. Pedersen
Mr. Robert Olsen

bcc: Mr. Louis H. Ege, Jr.

Prepared by Neil Pedersen

C. Agency Coordination

131

MARYLAND HISTORICAL TRUST

PROJECT DEVELOPMENT DIV.
MAY 3 8 33 AM '88

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

May 3, 1988

Ms. Cynthia Simpson, Chief
Environmental Management
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 212030-0717

RE: Contract No. H 873-101-470
U.S. Route 1 Relocated
(Hickory) from U.S. Route 1
(Business) and Maryland
Route 543
PDMS No. 122040

Dear Ms. Simpson:

Thank you for your letter of February 10, 1988 concerning the subject project, and the corrected copy supplied by Rita Suffness in March. Our office concurs with the following determinations of effect (excepting those with asterisks):

	Alt 3	Alt 2 (01)	Alt 2 (02)
Bussey Stone House - 3	NE	NE	NE
Grafton-Klein House - 6	CNAE	CNAE	CNAE
Southhampton (HA 1092) - 10	NE	NE	NE
Vineyard (HA 417-20) - 11	NE	ADV*	ADV*
Kahoe House (HA 1537) - 12	NE	NE	NE
St. Ignatuis Church (HA 41) - 13	NE	NE	NE
Preston's Choice - 14	NE	NE	NE

In the opinion of our office, Alternate 2 Option 1 would have severe adverse effects on the Vineyard property, while Alternate 2 Option 2 would have adverse effects capable of mitigation.

Maryland
Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

We thank you for your continued cooperation. If you have any questions, please contact Dr. Al Luckenbach at 757-9000.

Sincerely,

Rodney

J. Rodney Little
Director
State Historic Preservation Officer

JRL/AHL/mmc
cc: Mr. Paul Wettlaufer
Ms. Rita Suffness
Ms. Sallie Van Rensselaer
Mr. Charles Montgomery

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Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

MAY 18 1989

Mr. A.P. Barrows
Division Administrator
Federal Highway Administration
The Rotunda
Suite 220
711 West 40th Street
Baltimore, MD 21211-2187

REF: Relocation of U.S. 1/Rt. 23 Extended
Hickory Bypass, Harford County, Maryland

Dear Mr. Barrows:

The Council has received your determination that the referenced project would have no adverse effect upon the Grafton-Klein House, a property eligible for inclusion in the National Register of Historic Places. Based upon the material which accompanied your determination, including the conditional concurrence of the Maryland State Historic Preservation Officer, we see no reason to raise an objection provided that the landscaping plan is prepared and implemented in consultation with the Maryland SHPO.

If you have any questions, please contact Ronald D. Anzalone at (202) 786-0505, an FTS number. Thank you for your cooperation.

Sincerely,

Don L. Klima
Director, Eastern Office
of Project Review

134

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
841 Chestnut Building
Philadelphia, Pennsylvania 19107

JUN 09 1989

Cynthia D. Simpson, Chief
Environmental Management
Project Development Division (Room 503)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: US 1 Relocated from U.S. 1 Business to
US 1 north of Hickory and MD 23 Extended from
US 1 to MD 543 (89-02-264)

Dear Ms. Simpson:

In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, EPA has reviewed the Draft Air Quality Analysis for the above referenced project. The maximum predicted carbon monoxide (CO) ambient air quality impacts are well below the CO National Ambient Air Quality Standards (NAAQS) for all of the alternatives. There is no mention, however, of the use of models specifically designed for intersections.

Since the highest CO concentrations usually occur close to intersections, major intersections, particularly those with poor levels of service, should be modeled, or sufficient justification given as to why this is not necessary.

Thank you for including EPA in the early coordination of this report. We apologize for the delay in our response. Should you have any questions, or if we can be of further assistance, please contact Larry Budney (215-597-0545) or Denise Rigney (215-597-7336).

Sincerely,

Jeffrey M. Alper, Chief
Federal Agency Compliance Section

cc: Larry Budney; EPA

SHA Response to EPA Letter (6/9/89) - Air Quality

1. The air quality analysis conducted for this project is in accordance with Federal regulations and instructions. Based on discussions with FHWA, an intersection analysis is not needed for this project.

1.5.0.1
890227

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PROJECT DEVELOPMENT
FEB 28 3 12 PM '89

State of Maryland

DEPARTMENT OF THE ENVIRONMENT

2500 Broening Highway, Baltimore, Maryland 21224
Area Code 301 • 631- 3245

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

February 27, 1989

Ms. Cynthia D. Simpson, Chief
Environmental Management
Project Development Division
707 North Calvert Street, Room 310
Baltimore, Maryland 21202

RE: Contract No. H 873-101-470
US 1 Relocated from
US 1 Business to US 1
north of Hickory and
MD 23 Extended from US 1
to MD 543
PDMS No. 122040

Dear Ms. Simpson:

I have reviewed the air impact analysis performed for the proposed relocation of U.S. Route 1 North of Hickory and MD 23 Extended from US 1 to MD 543 and concur with its conclusions.

The proposed project is consistent with the transportation control portion of the State Implementation Plan for the Metropolitan Baltimore Intrastate Air Quality Control Region. Furthermore, adherence with the provisions of COMAR 26.11.06.03D will ensure that the impact from the construction phase of this project will be minimal.

Thank you for the opportunity to review this analysis.

Sincerely,

Mario Jorquera
Program Administrator
Air Management Administration

MJ:jd

137

Maryland Department of Natural Resources

Water Resources Administration
Tawes State Office Building
Annapolis, Maryland 21401
Telephone: (301) 974-2265

PROJECT DEVELOPMENT
JAN 25 3 51 PM '89

William Donald Schaefer
Governor

Torrey C. Brown, M.D.
Secretary

Catherine P. Stevenson
Director

January 23, 1989

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: WRA File No. 88-PP-0136
SHA No. H-873-101-470
Evaluation for US Route 1
MD Route 23 Extended
Hickory Bypass - US 1 Business to
US 1 North of Hickory

Dear Mr. Ege:

Your submission of the Environmental Assessment and section 4(f) evaluation for the above referenced project has received the necessary review. From our review we have compiled the following list of comments:

1. There is a discrepancy in the text as to whether or not parkland will be impacted. Statements on pages S-3 and S-4 provide conflicting information. This issue should be resolved.

2. The Water Resources Administration prefers alternate 3 since it will require fewer stream crossings and wetland aquatic resource impacts that would constitute cumulative impacts to the Bynum Run watershed.

3. Page S-6: The project will impact riparian habitats of interior dwelling woodland bird species within a registered Maryland Ornithological Society (MOS) bird sanctuary in Harford County.

4. The EA 4(f) document has no surface water quality information data and does not describe the physical/chemical characteristics of the aquatic resources of each stream crossing to be impacted by the proposed build alternate.

5. Page IV-5: Soil boring analysis should be conducted and reviewed before pre-permit coordination to determine if on-site infiltration stormwater management practices are feasible.

6. Page IV-6: Further studies should be conducted to decrease the impacts to the irreplaceable mature forested wetland. These wetlands are vital to coldwater fishery management. They stabilize water quality functions and hydrological interactions of stream flow dynamics and they provide excellent aquatic resources habitats.

7. Page IV-6: Reference is made to impacts to 4 acres of young maple and sweet gum woodlands that are between 5 and 10 -years old. Are these woodlands within a wetland?

8. Page IV-6: This project will adversely impact many species of terrestrial wildlife including forest interior dwelling bird species (see page VI-5 and VI-6). Since this project may impact approximately 40 acres of species specific niches within the Bynum Run watershed, we question the MDSHA statement: The subject project would not have a ~~significant~~ adverse impact to the study area aquatic and terrestrial ecosystems.

9. Page IV-7 and 8: What are the functional values of the various wetlands proposed to be impacted and what methodology and criteria were considered to assign the low, medium and high value determinations on these wetlands (see table 5).

10. Page IV-10: The discussion of loss of finfish and aquatic habitat is grossly inadequate. The specific impacts to each stream/aquatic habitat should be included. We are not aware of any "special coordination" conducted by SHA, DNR and USFWS to minimize impacts to aquatic life from the construction of this roadway.

11. Appendices IV: The appendix contains no finfish species list (see page V-19). The appendices should include detailed tables of flora and fauna impacted by this project including macroinvertebrates, amphibians, reptiles and mammals of the study area.

12. As required by Natural Resources Article, Section 5-103, any trees deforested on State-owned land must be replaced by a minimum 1:1 acre/ratio basis and the plan must be approved by DNR.

If you have any questions or comments, please do not hesitate to contact me at (301) 974-2265.

Very truly yours,

Michele A. Huffman

Michele A. Huffman
Project Engineer
Waterway Permits Division

MAH:das

SHA Response to MD DNR Letter (1/23/89)

1. This property is owned by the State Highway Administration and is leased to Harford County. It is not considered a 4(f) resoure.

2. The State Highway Administration selected Alternate 3 because it serves community traffic needs and avoids the NRE historic property, the Vineyards, as well as decreases impacts to streams and forested wetlands.

3. Impacts to riparian habitats is acknowledged in the EA. p IV-6. This administration contacted Ms. Michele Huffman of Water Resources Administration (DNR) and the Maryland Ornithological Society (MOS) which did not result in any documentation or clear identification on the alleged sanctuary. Contact with MOS revealed that the Society is operative from a private residence with designated areas privately owned and monitored by residents. No regulations or policies were available.

4. All existing information has been gathered and presented in this document.

5. Soil boring analysis will be conducted, as is the current practice, prior to pre-permit coordination reviewed to determine if on-site infiltration stormwater management practices are feasible during design studies.

6. As part of the permit process, alignments will be refined during design to decrease further wetland impacts if possible.

7. The 4 acres of young red maple and sweet gum referred to on p IV-6 are not in a wetland. The soils show neither evidence of mottling or gleying, nor is this area in a floodplain.

8. Alternate 3 would require 19 acres of woodland from an area which consists of approximately 295 or more acres of woodland. In relationship to the overall acreage, we do no consider this a substantial impact.

9. The functional values of the wetlands are described on p. III-25 where the characteristics of each wetland are detailed. The Relative Wetland Quality Based on Wetland Functions Checklist developed and adapted by SHA was used to rank the wetland values as low, medium, or high. See page III-25.

10. We regret the error indicating that "special coordination" had been conducted with the DNR Tidewater Administration Fisheries Division and The US Fish and Wildlife Service. Standard coordination has been undertaken to identify aquatic species and threatened or endangered species.

11. Please reference the letter dated July 11, 1986 from the Department of Natural Resources, Tidewater Administration which provides a species list of the Bynum River area.

12. Coordination will be undertaken with the Department of Natural Resources during the design phases.

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TORREY C. BROWN, M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

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

PROJECT DEVELOPMENT DIVISION
JUL 15 2 27 PM '86

July 11, 1986

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

RE: Contract No. H 873-101-470

Dear Ms. Simpson:

Bynum Run was surveyed as part of the Cold Water Fisheries survey of the Bush River Basin, Federal Aid Project F-36-R, July 1985. The attached species list was developed during that study. Forage fish composition and water quality in this tributary are capable of supporting trout populations. Bynum Run is one of two streams in this basin that were recommended for study as trout management areas.

Sincerely,

Larry Lubbers

Larry Lubbers
Environmental Review

LL:kcj

Table X-2. Fish Species Collected in the Bush River Basin, 1974 through 1984. (New species collected in 1980 through 1984 study designated by *.)

Cyprinidae	
Blacknose dace	Rhinichthys atratulus (Hermann)
Longnose dace	Rhinichthys cataractae (Valenciennes)
Rosyside dace	Clinostomus funduloides Girard
Cutlips minnow	Exoglossum maxillingua (Lesueur)
Creek chub	Semotilus atromaculatus (Mitchill)
River chub	Nocomis micropogon (Cope)
Fallfish	Semotilus corporalis (Mitchill)
Common shiner	Notropis cornutus (Mitchill)
Bluntnose minnow	Pimephales notatus (Rafinesque)
Satinfin shiner	Notropis analostanus (Girard)
Spottail shiner	Notropis hudsonius (Clinton)
Swallowtail shiner	Notropis procne (Cope)
Centrarchidae	
Smallmouth bass	Micropterus dolomieui Lacepede
Redbreast sunfish	Lepomis auritis (Linnaeus)
Bluegill sunfish	Lepomis macrochirus Rafinesque
Percidae	
Tessellated darter	Etheostoma olmstedi Storer
Fantail darter	Etheostoma flabellare Rafinesque
Catostomidae	
Northern hogsucker	Hypentelium nigricans (Lesueur)
White sucker	Catostomus commersoni (Lacepede)
Ictaluridae	
Margined madtom	Noturus insignis (Richarson)
Cottidae	
Mottled sculpin	Cottus bairdi Girard
Anguillidae	
American eel	Anguilla rostrata (Lesueur)

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State of Maryland

DEPARTMENT OF THE ENVIRONMENT
2500 Broening Highway, Baltimore, Maryland 21224
Area Code 301 • 631- 3609

William Donald Schaefer
Governor

Martin W. Walsh, Jr.
Secretary

December 28, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Contract No. 873-101-470, US I Business to US I, MD 23 Extended, Harford County

Dear Mr. Ege:

The above-referenced Environment Assessment has been reviewed by the Department of the Environment (MDE). We are providing the following comments:

1. Impacts to the Bynum Run watershed, a Class III natural trout stream, should be minimized to the greatest extent possible.
2. Alternative 3 is preferred because it requires fewer stream crossings and less wetland filling. Additionally, alternative 3 creates less impervious surface and generates less runoff.
3. Road crossings should be designed to convey baseflows, retain valuable fish habitat and provide for fish passage.
4. Stormwater management facilities draining to Class III waters must be designed to prevent thermal elevation. The use of permanent wet ponds is discouraged. Application of dual strategies should be investigated. Removal of pollutants from the first 1/2" of runoff by infiltration of this runoff in upland areas followed by use of detention ponds for volume control is preferred.

5. The filling of wetlands must be offset with appropriate mitigation in the form of wetland creation.

a) Emergent and scrub/shrub wetlands should be created at a 1:1 ratio; forested wetlands should be created at a 2:1 ratio.

b) Streamside forested areas are critical to maintenance of low temperatures in trout streams. Mitigation sites for forested wetlands should be located in close proximity to Bynum Run and its affected tributaries.

c) Stream rehabilitation may be considered for mitigation if appropriate sites or adequate acreage cannot be located.

Thank you for the opportunity to comment on this Environmental Assessment. If you have any questions concerning these comments, please call me or Andrew Der of my staff at (301) 631-3609.

Sincerely,

Ms. JoAnn S. Watson, Head
Standards, Regulation and Policy
Development Section
Division of Standards & Certification

JSW:sh

cc: Andrew Der

SHA Response to Maryland Department of the Environment letter (12/28/89)

1. Impacts to the Bynum Run watershed will be minimized. Appropriate permits would be obtained from the Department of Natural Resources and the Department of the Environment.

2. This Administration has selected Alternate 3 which has the least amount of impacts to the Bynum Run Watershed.

3. Methods of minimizing impacts to stream and wetlands would be determined during the final design phase in coordination with appropriate agencies!

4. Sediment and erosion control measures and stormwater management techniques approved by the Department of the Environment would be implemented to minimize water quality impacts.

5. These elements will be incorporated as feasible as part of the mitigation plan to be developed during the final design phase of the project. It is the policy of the State Highway Administration to replace wetlands on a 1:1 basis.

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

PROJECT DEVELOPMENT DIVISION
DEC 7 2 40 PM '88

REPLY TO ATTENTION OF:

December 6, 1988

Planning Division

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

Reference the letter dated November 14, 1988, from Mr. Neil J. Pedersen, requesting Baltimore District comments regarding the Environmental Assessment/Section 4(f) Evaluation for the relocation of U.S. Route 1 bypassing Hickory, and the extension of MD Route 23 from west of existing U.S. Route 1 to MD Route 543, Harford County, Maryland. The comments provided below address the Corps of Engineers (Corps) areas of concern, including direct and indirect impacts to existing and/or proposed Corps projects, flood control hazard potential, and permit requirements under Section 404 of the Clean Water Act.

There are no existing or proposed Corps projects that would be affected by the work described in the EA. Portions of the proposed project will be located in the flood plains of several nearby streams. Accordingly, the project EA should include documentation of the flood plain impacts of the project. The EA should also include documentation of compliance with Federal, state, and local flood plain management regulations, as well as Executive Order 11988 which requires activities not be located in the flood plain unless it is the only practicable alternative. Activities which must be located in the flood plain must incorporate measures to reduce the hazard and risk associated with floods on human health, safety and welfare and restore and preserve the natural and beneficial values of the flood plain. 1

Certain activities in the waters of the United States, including most wetlands, require Department of the Army Permits from the Corps of Engineers. Corps regulations (33 CFR 320 through 330 and 33 CFR 230 and 325 (Appendix B)) require full compliance with the National Environmental Policy Act of 1969 (NEPA) during the review and evaluation of permit applications. To the maximum extent possible the Corps will accept the information presented in NEPA documents for evaluating permit applications. If you have any questions or need additional information on permits, the point of contact is Mr. Tom Filip, Assistant Chief, Regulatory Branch, Operations Division, at (301) 962-3671.

If you have any questions on this matter, please call me or my action officer, Mr. Robert ~~Pace~~ Beegle at (301) 962-4998. -3235

Sincerely,

Harold L. Nelson

James F. Johnson
Chief, Planning Division

SHA Response to Department of Army Letter (12/6/89)

1. FEMA mapping does not indicate the presence of 100-year floodplains within the study area.

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United States Department of the Interior

PROJECT DEVELOPMENT DIVISION

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C. 20240 FEB 6 12 23 PM '89

TAKE PRIDE IN AMERICA

FEB 3 1989

ER 88/1011

Mr. Louis H. Ege, Jr., Deputy Director
Project Development Division (Room 506)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Ege:

This responds to your request for the Department of the Interior's comments on the draft environmental/Section 4(f) statement for U.S. Route 1 (Conowingo Road) and Maryland Route 23 Extended (Hickory Bypass), Harford County, Maryland.

SECTION 4(f) STATEMENT COMMENTS

Of the three build alternatives discussed, two alternatives, Alternate 2 Option 1 and Alternate 2 Option 2 traverse the historic property known as the Vineyards and will create a situation in which Section 4(f) is applicable. The impacts from Alternate 2 Option 1 and Alternate 2 Option 2 are defined, on page IV-24, as serious adverse effects and adverse effects capable of mitigation, respectively; whereas Alternate 3 will avoid the historic property entirely and have no impact upon it. Additionally, Alternate 3 causes less displacement of residences, impacts the least amount of prime farmland and wetland acreage, and is the least costly build alternative. Pursuant to the first proviso of Section 4(f), our evaluation concludes that Alternate 3 is a feasible and prudent alternative to the use of an historic property. 1

In the event it can be shown that Alternate 3 is neither a feasible nor prudent alternative, then our preferred alternative would be Alternate 2 Option 2, provided that an acceptable mitigation plan for impacts to the Vineyards can be developed in coordination and consultation with the Maryland State Historic Preservation Officer(SHPO). All evidence of coordination and consultation with the Maryland SHPO should be documented and included in the final statement.

Although the statement indicates that construction will not impact any known archeological sites, the discovery of any unknown sites should be brought to the attention of the SHPO and an opportunity provided for his examination. A letter documenting concurrence with the project planning for this aspect of cultural resources management should be incorporated into the final document. 2

ENVIRONMENTAL ASSESSMENT COMMENTS

Fish and Wildlife Resources

Three wetlands will be impacted by the construction of relocated Route 1 and the extension of Route 23. The environmental assessment noted that wetland W-1 is 2 acres in size, while wetlands W-4, W-5, W-6, W-7, and W-11 are approximately 64 acres in size. Wetland W-9, W-10 and W-12 encompass 5.8 acres. Two build alternates were proposed for relocated Route 1 and extended Route 23. Construction of either build alternate (2 or 3) will produce dramatic negative effects on the movement, population size, genetic diversity, and species diversity of the mammals, reptiles, and amphibians inhabiting the 64-acre wetland. Construction of Alternate 2 will subdivide the 64-acre wetland into five segments. Alternate 3 subdivides the 64-acre wetland into four segments. Alternate 2 will also separate the W-9 segment from the W-10 segment in the 5.8-acre wetland. This bisection of the 5.8-acre wetland will also negatively affect the attendant animal populations. 3

We are also concerned about the wetland boundaries. The State Highway Administration (SHA) only field delineated the boundaries of the 64-acre and 5.8-acre wetlands within the proposed right-of-way, while other boundary segments were delineated through the use of National Wetland Inventory maps. These small scale (1:24,000) National Wetland Inventory maps are not detailed enough to allow for an accurate delineation of the wetlands or for the subsequent determination of impacts from highway construction. In addition, SHA did not undertake the delineation of the wetland boundaries between the various segments (W-9,W-10, etc) of the 64-acre and 5.8-acre wetlands. The use of National Wetland Inventory maps and the lack of wetland boundary delineations between segments precludes the determination of the true impacts of the proposed project alternatives.

It is recommended that SHA field delineate, survey, and map (1"=200') both the 64-acre and 5.8-acre wetlands. The 64-acre wetland should be field delineated, surveyed, and mapped from just south and east of the existing Route 1 and west of Fountain Green Road to a location 600 feet south of the existing right-of-way (refer to figure 12 in the environmental assessment). Segment W-9 and W-10 of the 5.8-acre wetland should be field delineated, surveyed, and mapped from just west of Fountain Green Road to 600 feet south of the proposed right-of-way (Figure 16). The same methodology should be used to map segment 12 of the 5.8-acre wetland from 300 feet north to 600 feet south of the proposed right-of-way. Accurate large scale maps should provide a better basis for selecting a preferred alternative and for modifying the right-of-way so that impacts to fish and wildlife habitats can be minimized. 4

Since both build alternatives (2 and 3) will inhibit the movement of mammals, reptiles, and amphibians, SHA should provide corridors for animal passage. The height, width, length, and location of each proposed culvert should be included in future environmental documents. The elevation of each road section that crosses a 5

wetland should also be included. This road elevation data would then be used to determine if the placement of high culverts is a viable option.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

Since the impacts to the 64-acre and 5.8 -acre wetlands will be significant, the Fish and Wildlife Service would like to wait for further documentation before making additional comments or taking a position on a Section 404 permit. The Service's final position on any Section 404 permit will depend on several factors which include: 5

1. The selection of right-of-ways for Routes 1 and 23 which will minimize the impacts to the 64 and 5.8-acre wetlands. Accurate wetland delineations on large scale maps will be needed to make these determinations.

2. The submission of a proposal which shows the location of culverts for wildlife migration. Specifications on the height, width, and length of each culvert should be included. The culverts will have to be large enough so that they do not become psychological barriers to wildlife.

3. The inclusion of a compensation plan that is acceptable to the Service.

4. The identification of a viable compensation site.

SUMMARY COMMENTS

The Department of the Interior recommends selection of Alternate 3 since it avoids Section 4(f) resources. We would be willing to reconsider this position upon receipt of a further evaluation of Alternate 3, or of Alternate 2 Option 2 provided that an acceptable mitigation plan is developed to protect and preserve the historic site affected by the proposed project. We object at this time to Section 4(f) approval of Alternate 2 Option 1.

As this Department has a continuing interest in this project, we are willing to cooperate and coordinate with you on a technical assistance basis in further project evaluation and assessment. For matters pertaining to cultural resources, please contact the Regional Director, National Park Service, Mid-Atlantic Region, 143 South Third Street,, Philadelphia, Pennsylvania 19106 (telephone: FTS 597-7013, commercial 215/597-7013). For matters pertaining to fish and wildlife resources, please contact the Field Supervisor, Fish and Wildlife Service, 1825 Virginia street, Annapolis, Maryland 21401 (telephone: 301/269-5448).

We appreciate the opportunity to provide these comments.

Sincerely,

John H. Farrell
ACTING DIRECTOR

cc:
FHWA, Division Administrator, Baltimore

Mr. J. Rodney Little
Maryland Historical Trust
John Shaw House
21 State Circle
Annapolis, Maryland 21401

SHA Response to United States Department of the Interior Letter (Rec'd 2/3/89)

1. The State Highway Administration has selected Alternate 3 which avoids any impacts to the historic property of the Vineyards.

2. There is one archeological site that will be affected by the Selected Alternate. Phase II studies will be undertaken before construction activities begin. It is standard State Highway Administration procedure to stop construction activities if an archeological site is discovered during construction activities. Both the State Archeologist and the Maryland Historical Trust would be contacted to determine the significance of the site and what additional work would need to be completed.

3. Alternate 3, the Selected Alternate, has less of an impact on the forested wetlands than Alternate 2. Appropriate permits will be obtained from the Army Corps of Engineers and the Department of Natural Resources.

4. Wetland boundaries were field delineated and will be surveyed again with the review agencies prior to the final design of the project. Alignment modifications will also be investigated to minimize the wetland impacts.

5. Coordination with US Fish and Wildlife is currently underway to obtain the supportive data and effectiveness of providing wildlife passages in the affected forested wetland areas. The Corps of Engineers 404 Permit will be applied for during the final design of the project.

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HARFORD COUNTY GOVERNMENT

January 12, 1989

RECEIVED
JAN 17 1989
#663
DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil Pedersen
Director, Office of Planning and
Preliminary Engineering
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21203-0717

Re: SHA Contract No. H873-101-470N
U.S. Route 1/Maryland Route 23
Extended-Hickory Bypass

Dear Mr. Pedersen:

Upon review of the proposed project, the following comments are offered for your consideration:

1. Alternative 2 is the option which Harford County supports. The Maryland 23 extension to Maryland 543 is a vital connection in the highway network and is supported in the Harford County 1988 Major Road Plan.

2. Along with Alternate 2, we support the Maryland 23 Extended, Option 1 which has the least impact on existing residents. This option should traverse the perimeter of the "Vineyards" historic site in order to avoid any adverse impacts.

3. Harford County supports Northern Option 1 which is the shortest and most direct link to the existing U.S. 1.

4. Sufficient right-of-way should be retained in order to provide future grade separation, if needed, at the intersection of Maryland 23 Extended and Relocated U.S. 1.

5. We support Bynum Option 5 and a portion of Bynum Option 4. If Bynum 4 is to be constructed, we question the creation of a left turn movement on northbound U.S. 1 onto old Maryland 23.

6. A direct connection for the Department of Public Works Hickory II facility to the Relocated Route 1 is requested.

Should you required any additional clarification or comments, please do not hesitate to contact our office directly.

Sincerely,

William G, Carroll
Director of Planning

Thomas F. Smith
Director of Public Works

JS/WGC/TFS/jw

cc: Habern Freeman
Stoney Fraley
Jim Smedley
Martha Campbell
Jerry Wheeler
Charles Goodman

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Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

February 6, 1989

Mr. William Carroll, Director of Planning
Mr. Thomas Smith, Director of Public Works
Harford County Government
220 South Main Street
Bel Air, Maryland 21014-3865

Dear Messrs. Carroll and Smith:

I am writing in response to your January 12th letter commenting on the Hickory Bypass study. We appreciate your input and will plan to discuss the issues you raised at the February 9th Team Recommendation meeting.

If you would like to discuss any of these issues prior to the February 9th meeting, please feel free to call me. You may also wish to call the project manager, Ms. Catherine Pecora, at (301) 333-1191.

Very truly yours,

Neil J Pedersen

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

NJP/ih
cc: Mr. Hal Kassoff (w/incoming)
Mr. C. Robert Olsen " "
Harford County Senators and Delegates (w/incoming)
Mr. Louis H. Ege, Jr.
Ms. Catherine Pecora

My telephone number is (301) 333-1110

Teletypewri[ter] for Impaired Hearing or Speech
383-7555 Baltimore Metro - 565-04[51] - 1-800-492-5062 Statewide Toll Free
707 North Calvert St., Baltimore, Maryland 21203-0717

V-81

SHA Response to Harford County Government

1. The request for access onto US 1 Relocated was discussed at the Team Meeting held on February 9, 1989. The access will not be provided because it would violate the right-of-way line of through highway that has been established.

   For additional detail regarding the remainder of the comments, please refer to the minutes of the March 30, 1989 Recommendation Meeting.

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MARYLAND HISTORICAL TRUST

PROJECT DEVELOPMENT DIVISION
MAR 22 4 26 PM '88

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

March 16, 1988

Mr. Louis H. Ege, Jr.
Deputy Director
Project Development Division
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Contract No. H 873-101-470
U.S. Route 1
Hickory Bypass
PDMS No. 122040
Harford County, Maryland

Dear Mr. Ege:

Thank you for sending us a copy of the executive summary of the Phase I archeological survey conducted of the above-referenced project. The summary was prepared by the Maryland Geological Survey and is dated January 28, 1988. This office received its review copy from the State Highway Administration on March 3, 1988.

The executive summary presents a concise documentation of the goals, methodology, results and recommendations of the survey. The survey identified and recorded three prehistoric sites, two mixed prehistoric/historic sites, one historic site and four artifact scatters. Based upon the data presented in the executive summary, this office concurs that the following sites and all four artifact scatters are not eligible for inclusion on the National Register of Historic Places: 18HA165, 18HA166, 18HA168, and 18HA170. The above-referenced archeological sites and artifact scatters are not likely to provide additional important information regarding the history or prehistory of the area under consideration. This office does not recommend additional archeological research of these sites or scatters.

The mixed historic/prehistoric site 18HA167 may be eligible for listing on the National Register of Historic Places. The prehistoric component of 18HA167 may provide important information regarding settlement patterns, site function, and artifact chronology in this region of Maryland. If an alternate alignment is selected that may impact this site, Phase II archeological testing will be necessary to better assess its eligibility for the National Register. Further consultation with this office will be necessary to complete the Section 106 review of this project.

Maryland
Department of Housing and Community Development
Shaw House, 21 State Cir V-83 aryland 21401 (301) 974-4450, 757-9000
Temporary Address: Arnold Village Professional Center, 1517 Ritchie Highway, Arnold, Maryland 21012

If you have any questions or require additional information, please contact Ms. Beth Cole of our staff at (301) 974-4450. We look forward to receiving a copy of the final report, when available.

Thank you for your continued cooperation and support.

Sincerely,

Richard B. Hughes
Chief Administrator,
Archeological Programs
Office of Management and Planning

RBH/RJH/EJC/mmc
cc: Dr. Jody Hopkins
Mr. Tyler Bastian
Ms. Sallie Van Rensselaer
Mr. Charles Montgomery

VI

Appendix

COASTAL RESOURCES INC.

MINUTES OF CORPS FIELD REVIEW

Date: November 24, 1987

Place: Hickory, Harford County, MD

Attendance: Sharon Preller, SHA
Cathy Pecora, SHA
Steve Harmon, COE
Michele Henson, DNR
Peter Knight, FWS
Nancy Kelly, CRI

Project: U.S. Rt. 1/ MD Rt. 23 Extended, Hickory Bypass
Contract No. H 873-101-470 N

Subject: Non-tidal Wetlands Boundaries

A field review of Wetlands 1, 4, 5, 6 and 11 was conducted. It was agreed that Wetlands 2 and 3 would not be impacted by the highway construction, so no review of their boundaries was needed.

The wetland boundary for Wetland 1 was expanded to include an area in the southwestern corner near the junction of Md. Rt. 23 south and U.S. Rt. 1 north. Wetland 4 was expanded to include an adjacent area to the west which is dominated by rushes and sedges. The edges of Wetland 11 were more clearly defined, during the field review, and reduced in size. It was noted that this wetland needs to be added to the 300 scale Wetland Review maps. The southern Wetland 6 boundary was revised northward about 50 ft. There was concurrence with the Wetland 5 boundary as flagged in the field with only minor revisions. It was noted that the Wetland Review Maps had not been revised to reflect the field flagging. It was noted that the soils on the eastern side of the river of Wetland 5 were hydric beyond the area

flagged, but that there was not a dominance of wetland vegetation in that area, with tulip poplar and white oak being the predominant species.

All changes in the wetland boundaries agreed to in the field are shown on the attached maps. The areas to be impacted are highlighted on the Wetland Review maps. The Table has been revised as well to reflect these changes. Impacted areas were enlarged in some cases from the original estimates, to include possible fill areas and to be conservative. The estimates of acreage impacted are approximate and will be refined, when more detailed drawings are available, for the final document.

There were discussions of alternative alignments which could avoid or reduce impacts to certain wetlands. Cathy Pecora indicated that she would be reviewing the drawings to determine what alternatives may be possible.

Mitigation options were also discussed. Nancy Kelly indicated that she would not want to see mature woodlands destroyed in order to create wetlands. There was general agreement on this point. An area of old field growth to the north of the intersection of the Rt. 1 bypass and Md. Rt. 23 extended was considered as a possible location for mitigation, since it could be regraded by removing about 4-8 ft. of material and stormwater runoff from the highway directed into it. It is vegetated primarily with young trees, less than 6 years old. Another option would be to convert some of the adjacent agricultural land into wetlands. Further study will be necessary to determine the feasibility of such options, and to identify other options.

It will be necessary to schedule another field visit to complete the review of wetlands in the project corridor. This was requested as soon as possible.

Please review these minutes and call or send comments to Nancy Kelly as soon as possible.

COASTAL RESOURCES INC.

MINUTES OF CORPS FIELD REVIEW

Date: January 16, 1988

Place: Hickory, Harford County, MD

Attendance: Sharon Preller, SHA
Lorenzo Bryant, SHA
Joe Faro, SHA, Highway Design
Steve Harmon, COE
Peter Knight, FWS
Kathi Koopon, FWS
Mike Slattery, DNR/CRD
Nancy Kelly, CRI

Project: U.S. Rt. 1/ MD Rt. 23 Extended, Hickory Bypass
Contract No. H 873-101-470 N

Subject: Non-tidal Wetlands Boundaries

A field review of Wetlands 7, 9, 10, and 12 was conducted. The wetland boundaries of W-7 and W-12 were agreed to be as shown on the plans. It was agreed that W-9 was approximately 75' wide and the plans were so adjusted. The boundaries of W-10 were enlarged on the plans to reflect a more accurate estimate of their width in the field.

All changes in the wetland boundaries agreed to in the field are shown on the attached maps. The areas to be impacted are highlighted on the Wetland Review maps. Due to further discussions concerning the width of the highway construction and fill, estimates of impact have been revised to reflect a full 300' width impact for the U.S. 1 Bypass , and a 180' width impact for Rt. 23 Extended. These numbers are therefore very conservative, esttmating the maximun impact expected. The attached Table has been revised as well to reflect these changes. The estimates of acreage

impacted are still approximate and will be refined, when more detailed drawings are available for the final document.

There were discussions of alternative alignments which could avoid or reduce impacts to certain wetlands. Lorenzo Bryant presented an altenative which will avoid impacts to some prime farmland soils to the south. It will require crossing W-12 more directly, but the impacts to wetlands are not expected to change.

Alternative alignments for Rt. 23 Extended near where it joins Md. Rt. 543 were discussed. It was felt by the environmental agencies that efforts should be made to cross more perpendicularly to the wetland/stream system in order to reduce the length of stream impacted. State Highways agreed to look at those alternatives.

Please review these minutes and call or send comments to Nancy Kelly as soon as possible.

TABLE 2
NON-TIDAL WETLANDS
U.S. 1 HICKORY BYPASS/ MD. RT. 23 EXTENDED

WETLAND NUMBER	F&WS CLASS.	DOMINANT VEGETATION	HYDROLOGY	WATERSHED	SOILS	VALUE	APPROX IMPACT
W-1	PEM5C SS	cattail softstemmed bulrush	stream	Bynum's Run	mottled gleyed	med.	1.1ac
W-2	PFO1A EM	sycamore red maple black willow spicebush cattail seedbox	roadside ditch small swale	Bynum's Run	mottled	low	none
W-3	PFO1A	red maple spicebush highbush blueberry arrowwood winterberry	stream/ floodplain	Bynum's Run	gleyed mottled	med.	none
W-4	PSS1A	black willow red maple Juncus sp. softstemmed bulrush spicebush	drainage blocked by farm road	Bynum's Run	mottled	med	2.3ac
W-5	*PFO1A	red maple pin oak Am. beech white oak ironwood arrowwood spicebush	stream/ floodplain	Bynum's Run	mottled	high	1.0ac
W-6	PFO1A	red maple ironwood pin oak Am. beech arrowwood spicebush	stream/ floodplain	Bynum's Run	mottled	high	2.5ac

TABLE 2 (CON'T)
NON-TIDAL WETLANDS
U.S. 1 HICKORY BYPASS/ MD. RT. 23 EXTENDED

W-7	PFO1A	red maple sweet gum tulip poplar Am. beech	stream & banks	Bynum's Run	alluvial	med.	1.1ac
W-8	*POWH	outside of project area					none
W-9	PFO1A	pin oak red maple Am. elm arrowwood elderberry	stream/ floodplain	Bynum's Run	mottled gleyed	med.	.62ac
W-10	*PFO1A	red maple pin oak tulip poplar white oak arrowwood	stream/ floodplain	Bynum's Run	mottled	high	2.1ac
W-11	PFO1A	red maple pin oak swamp sweetbells highbush bluebery royal fern	hummocks	Bynum's Run	mottled	med.	2.8ac
W-12	PFO1A	red maple	drainage swale	Bynum's Run	mottled	med.	.09ac

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request: May 12, 1988
Name Of Project: U.S. Route 1/Maryland Route 23 Extended	Federal Agency Involved: State Highway Administration
Proposed Land Use: See attachment	County And State: Harford County, Maryland
PART II *(To be completed by SCS)*	Date Request Received By SCS: 5/21/88

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☒	No ☐	Acres Irrigated: None	Average Farm Size: 148

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
Corn, Small grains, Hay, Soybeans	Acres: 151,300 %62.0	Acres: 128,100 %

Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS
Harford County Land Evaluation System	Use FPPA Systems	June10, 1988

PART III *(To be completed by Federal Agency)*	Alternative Site Rating: Site A 2	Site B 3	Site C	Site D
A. Total Acres To Be Converted Directly	72.8	30.84		
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	72.8	30.84		
PART IV *(To be completed by SCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	19.1	16.7		
B. Total Acres Statewide And Local Important Farmland	33.7	10.7		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.04	0.02		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	89.2	43.3		
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	60	82		

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use			13		
2. Perimeter In Nonurban Use			14		
3. Percent Of Site Being Farmed			19		
4. Protection Provided By State And Local Government			10		
5. Distance From Urban Builtup Area			5		
6. Distance To Urban Support Services			10		
7. Size Of Present Farm Unit Compared To Average			5		
8. Creation Of Nonfarmable Farmland			3		
9. Availability Of Farm Support Services			2		
10. On-Farm Investments			2		
11. Effects Of Conversion On Farm Support Services			0		
12. Compatibility With Existing Agricultural Use			4		
TOTAL SITE ASSESSMENT POINTS	160		87		
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100				
Total Site Assessment *(From Part VI above or a local site assessment)*	160				
TOTAL POINTS *(Total of above 2 lines)*	260				

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) Form AD-1006 (10-83)