

**DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

**PREPARED BY**

**STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION**

**FINAL**

**ENVIRONMENTAL STATEMENT**

F.A.P. NO. F 923-1 (14)  
F 923-1 (15)

CONTRACT NO. C 243-18-571  
C 243-27-571

DUALIZATION OF MD. ROUTE 2 & 4  
FROM SOUTH OF MD. ROUTE 402 TO SOUTH  
OF MD. ROUTE 509

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ATTACHMENTS

- No. 1 Project Alignment and Land Use Map
- No. 2 Alternates
- No. 3 Typical Improvement Sections
- No. 4 Countywide Current Land Use
- No. 5 Countywide Future Land Use
- No. 6 Coordination Letter
- No. 7 Noise Levels and Projections

EXHIBITS

- I thru XXV Public Hearing Correspondence
- XXVI thru XLIII-2 Comments on the Draft Environmental Statement

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

FINAL

Environmental Statement  
ADMINISTRATIVE ACTION  
for


F.A.P. NO. F 923-1 (14)  
F 923-1 (15)

State Contract No. C-243-18-571  
C-243-27-571

Dualization of Md. Rte. 2 & 4 - Calvert County  
South of Md. Rte. 402 to South of Md. Rte. 509

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23,  
UNITED STATES CODE. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED  
IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION  
AND IS SUBMITTED PURSUANT TO:

42 U.S.C 4332 (2)(C)

3/21/73  
Date   
Chief Engineer, State Highway  
Administration

APPROVED AND ADOPTED BY THE FHWA

\_\_\_\_\_  
Date



ENVIRONMENTAL STATEMENT

SUMMARY SHEET

(1) Administrative Action

- Draft  Final
- Environmental Statement
- Combination Environmental/Section 4(f) Statement

(2) The Statement proposes the construction of a second roadway to the existing facility beginning 0.24 mile south of Maryland Route 402 (Dares Beach Road) to 0.38 mile southeast of Maryland Route 509 (Governor Run Road) for a total distance of 5.68 miles parallel to existing Maryland Route 2 & 4. The improvement is located in the southern half of Calvert County, Maryland. At the north terminus of the proposed project, to the east of Md. 2 & 4 is Prince Frederick, the County Seat.

Md. 2 & 4 is part of the State Highway Administration's Primary Highway System. Md. 4 and Md. 2 junctions at the northern end of Calvert County becoming the only north-south artery offering highway transportation from southern tip of the peninsular county to the separation of the two State routes at the north. Ultimately the extension of this highway will tie into the new Patuxent River Bridge which will cross the River near the southern terminus of the entire highway.

(3) Construction of the proposed project will create both beneficial and adverse environmental impacts. The impacts which are more comprehensively developed in the Statement are briefly cited under each type - "Beneficial" and "Adverse."

Beneficial Impacts

1. The proposed improvement will provide a safe, efficient and convenient

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transportation facility for the traveling public in an area where the motor vehicle is the only available form of transportation for both resident and non-local transient. The improvement will not only eliminate areas of congestion on the existing highway, but will have sufficient capacity to provide for the projected traffic volumes that are expected in 1992 including that portion generated by the completion of the new lower Patuxent River Bridge.

2. Emergency vehicles and services can more efficiently provide for the residents and motorists in distress. Time is valuable in an emergency and when a service is needed the emergency vehicle faces the same congestion other traffic does. The proposed project would remove these traffic obstacles thereby expediting the movement of emergency vehicles.
3. Dualization of Md. 2 & 4 would be a contributing factor in the expansion of commercial and resort areas. Calvert County for economic reasons needs planned development in these areas to obtain more local employment and expand its tax base. At present Calvert County is a rural, agricultural economy with high unemployment and birth rates; an increase in planned industrial, commercial and real estate development would be beneficial to Calvert County's economy.
4. With an expanded population, improved employment and adequate highway facilities come social benefits such as expanded religious, educational and organizational activities. This type of development enhances the community's social environment.

#### Adverse Impacts

1. The greatest long term adverse impact the proposed project creates is the conversion of 38 acres of wooded or improved land to highway use. However, when contrasted to the 157 or more acres that would be required

if the east or west Md. 2 & 4 By-Pass is constructed, the proposed project requires 75% less land acquisition. Landscaping, seeding or sodding are the land improvements which offer some reduction to this impact and in time slopes will become vegetated.

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2. Noise, air and water pollution are long term adverse environmental impacts that could be created by the dualization but in actuality will be ameliorated or reduced to insignificance.

Noise levels have been analyzed and the sensitive areas have been identified. One residence that would be impacted by noise levels in excess of accepted standards may be acquired to remove the adverse impact while in the three other sensitive areas screen plantings will introduce a visual and psychological effect.

Because of the existing air quality and the low pollution level the projected traffic volumes would produce, air pollution will not be a significant adverse impact on the environment.

Thoroughly tested and proven design standards and construction procedures for highway drainage, drainage structures and bridges are used in plans and contracts to control or eliminate erosion and to prevent water pollution. Two State authorities are involved with this phase of plan preparation and construction inspection. No water pollution should be caused by the proposed project and its construction.

3. Construction of the dualization will have several short term environmental impacts which can be reduced but not ameliorated. Traffic will be maintained during construction but it will be impeded at times by the movement of construction equipment and materials. Short term noise impacts will be created by certain construction phases; there is no practical way to reduce the level of this noise except by limiting working hours and number of operations in a particular area. This

of course, increases the cost of construction since more working days are required to do the job in a more inefficient manner. 7

Dust is another short term environmental impact which can be reduced to an insignificant level by "watering down" methods, temporary seeding and the use of the chemical calcium chloride. All three methods will be in the proposed project's contract.

4. Resources such as wild life, forest and farm areas will not be adversely affected by the proposed project itself. Nonetheless, if County Planning and Zoning authorities do not exercise control the impending roadside development would affect these resources.

(4) Two alternative locations and a "do nothing" alternate are presented in this Statement. Although a new controlled access facility would offer greater safety, convenience and efficiency to the motoring public than the proposed project, the cost, the environmental impact and the projected level of service would make that design less favorable. Also, the diversion of traffic away from the Prince Frederick area could result in some economic losses through reduced roadside business from the traveling public.

If nothing is done to improve the existing Md. 2 & 4 facility the present volume of traffic will continue to increase on the two lane undivided facility. Since there is no alternate North-South artery Md. 2 & 4 will have to carry the expanding average daily traffic. The existing highway is an uncontrolled access facility with no barrier other than a painted yellow line to separate opposing lanes of traffic. The accident incidence will accelerate as well as the extended congestion causing motorists inconvenience. This congestion can cause critical delay for emergency services trying to serve a public need.

The geometrics and alignment of existing Md. 2 & 4 is adequate for lower

volumes of traffic; however, because the roadway is only a two lane undivided highway congestion develops at a greater rate than on a four lane facility carrying proportionately the same volumes. 8

- (5) The contents of the D.E.S. transmittal letter is shown below. This letter was used for the required distribution of the Draft Environmental Statement. Following the letter is the carbon copy list showing the internal (State Highway Administration) distribution as well as the addressees to whom the Statement is being sent. Addressees who replied to the letter have the F.E.S. EXHIBIT number beside their name or agency:

Transmitted for your review is a copy of this Administration's Draft Environmental Statement, dated January 1972, on the above referenced project. The Statement has been prepared in accordance with the Federal Highway Administration's Policy & Procedure Memorandum 90-1 dated August 24, 1971, concerning implementation of Section 102(2) (C) of the National Environmental Policy Act of 1969. Paragraph 6c & d. of this directive requires this information be furnished to the appropriate State Clearing House and concerned agencies.

Those interested in the project are requested to review the enclosed and submit pertinent comments on or before April 12, 1972 to Mr. William F. Lins, Jr., Chief, Bureau of Highway Design, State Highway Administration, 300 West Preston Street, Baltimore, Maryland 21201. All responses will be considered in preparing the facility's ultimate design and in developing the "Final Environmental Statement."

At the forthcoming Public Hearing, public organizations and individuals in attendance will be informed of the pertinent project data. In addition, other interested agencies and parties are being contacted and apprised of the project development in order to establish the necessary planning and design coordination.

WEW

Attachments  
Draft Statement  
Distribution List

cc: State Highway Administrator  
Deputy Chief Engineer - Development  
Assistant Chief Engineer - Design  
Bureau of Highway Design  
Bureau of Special Services  
Bureau of Bridge Design



Bureau of Location & Surveys  
Bureau of Programming & Scheduling  
Bureau of Highway Planning  
Bureau of Landscape Architecture  
Right-of-Way Division, Federal Aid Section  
District Right-of-Way Chief  
District Engineer  
Department of Transportation (Maryland)

EXHIBIT XXVIII  
EXHIBIT XXIX

Mr. Richard Ackroyd  
Division Engineer  
Federal Highway Administration  
Federal Building  
Baltimore, Maryland 21201

Mr. Rolland B. Handley, Regional Director  
U.S. Department of the Interior  
Regional Director  
Bureau of Outdoor Recreation  
Federal Building  
1421 Cherry Street  
Philadelphia, Pennsylvania 19102

EXHIBIT XXXVII

Mr. Theodore R. Robb  
Regional Administrator  
Department of Housing & Urban Development  
Curtis Building  
Sixth & Walnut Streets  
Philadelphia, Pennsylvania 19106  
Attn: Mr. William Kaplan  
Assistant Regional Administrator

Dr. T. C. Byerly  
Office of The Secretary  
Department of Agriculture  
Washington, D.C. 20250

EXHIBIT XXXIII

Dr. Sidney R. Caller  
Deputy Assistant  
Secretary for Environmental Affairs  
U.S. Department of Commerce  
14th and Constitution Avenue  
Room 3876  
Washington, D.C. 20230

EXHIBIT XXXIV

U.S. Department of the Interior  
Bureau of Sport Fisheries & Wildlife  
Patuxent Wildlife Research Center  
Laurel, Maryland 20810  
Attn: Mr. Leonard O. Walker

Department of Health, Education & Welfare  
Assistant Secretary for Health & Science Affairs  
HEW - North Building  
Washington, D.C. 20202

EXHIBIT XXXV

Department of the Interior  
Deputy Assistant Secretary for Programs  
Washington, D.C. 20240

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Mr. Lemuel A. Garrison, Regional Director  
U.S. Department of the Interior  
National Park Service  
143 South Third Street  
Philadelphia, Pennsylvania 19106

Environmental Protection Agency  
Mr. Charles Fabrikant  
Director of Impact Statements Office  
1626 K. Street, N.W.  
Washington, D.C. 20460

EXHIBITS XXXII and XXXVI

Office of Economic Opportunity  
Mr. Frank Carlucci, Director  
1200 - 19th Street, N.W.  
Washington, D.C. 20506

EXHIBIT XLI

Coast Guard  
Department of Transportation  
400 Seventh Street, S.W.  
Washington, D.C. 20024

Mr. John H. Chafee, Secretary  
Navy Department  
Washington, D.C. 20350

EXHIBIT XXXI

Mr. Glenn T. Seaborg, Chairman  
Atomic Energy Commission  
1717 H. Street, N.W.  
Washington, D.C. 20545

EXHIBIT XXVI

Mr. Vladimir Wahbe, Secretary  
Department of State Planning  
State Office Building  
Baltimore, Maryland 21201

EXHIBITS XXVII, XXXVIII, XXXIX,  
XLII and XLIII

Mr. John Mills, Executive Director  
Tri-County Council  
Waldorf, Maryland 20601

EXHIBIT XXX

Honorable James B. Coulter, Secretary  
Department of Natural Resources  
State Office Building  
Annapolis, Maryland 21400

EXHIBIT XL

Mr. C. Douglas Hole  
State Conservationist  
Soil Conservation Service, USDA  
4321 Hartwick Road  
Room 522  
College Park, Maryland 20740

The Honorable Edward T. Hall  
State Senator-Calvert County  
Prince Frederick, Maryland 20678

The Honorable Thomas A. Rymer  
Delegate-Calvert County  
Plum Point  
Prince Frederick, Maryland 20678

Mr. Frank Thorp  
Regional Commissioner  
State Highway Administration  
c/o Thorp Chevrolet, Inc.  
1736 West Street  
Annapolis, Maryland 21401

Mr. Harold Manakee, Director  
Maryland Historical Society  
201 West Monument Street  
Baltimore, Maryland 21201

The Honorable C. Bernard Fowler, President  
Board of County Commissioners - Calvert County  
Prince Frederick, Maryland 20678

Colonel Lawrence Bowlby, Chairman  
Planning and Zoning Commission  
Prince Frederick, Maryland 20678

Mr. Warren Gott, President  
Calvert County Volunteer Fire Department  
Prince Frederick, Maryland 20678

- (6) The Draft Environmental Statement was forwarded to the Council on Environmental Quality on February 24, 1972.

At the same time, the Statement was also available to the public. The Final Environmental Statement was forwarded to the Council on Environmental Quality on

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DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FINAL  
PURSUANT TO APPENDIX E OF PPM 90-1

I. DESCRIPTION OF THE PROPOSED HIGHWAY IMPROVEMENT AND ITS SURROUNDINGS

The proposed highway improvement located in Calvert County, Maryland, and provides for the dualization of Maryland Route 2 and 4 beginning approximately 0.24 mile south of Maryland Route 402 (Dares Beach Road) and extending in a southeasterly direction to 0.38 mile southeast of Maryland Route 509 (Governor Run Road) a total distance of 5.68 miles. (1)

This facility serves as the main artery for Calvert County which is a peninsula between the Patuxent River and the Chesapeake Bay. It is now comprised of a 24 ft. roadway with 10 ft. shoulders with at grade intersections and uncontrolled access. (2)

The proposed improvement involves the construction of a second roadway parallel to the existing roadway. The new roadway will be separated from the existing roadway by a 16 ft. to 30 ft grassed median. The finished highway will be contained in a right of way varying from 120' to 220' in width. (3)

Included with this Statement, for reference, are the following attachments: (4)

Attachment #1 - Land Use Map showing the location of the proposed facility including right of way lines and proposed acquisition.

Attachment #2 - Map showing alternate alignments for the proposed facility.

Attachment #3 - Drawing showing Typical Sections of Improvements.

Attachment #4 - Calvert County Generalized Existing Land Use Map.

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Attachment #5 - Calvert County Land Use and Thoroughfare Plan Map.

Attachment #6 - A letter dated May 11, 1971 requesting concerned agencies, for comments regarding the environmental impact through construction of the proposed project.

The existing roadway now carries 7350 vehicles per day (Average Daily Traffic). This volume of traffic is substantially higher than the design capacity of the present roadway. In five years, or two years after completion of the proposed project, the daily traffic volume is expected to have increased to 9300. In 1992 the project average traffic is projected to 15,100 which is more than double the number of vehicles using the facility today. (5)

The existing right of way varies from an eighty foot width to a hundred foot width. The proposed dualization requires an additional acquisition of forty to one hundred and ninety feet of property adjacent to the original right of way. The proposed acquisition has been "official knowledge" to the Calvert County Zoning Inspector, William Campbell, since July 1968 when he was requested by a State Highway Administration letter to reserve a one hundred and forty foot setback west of the Center Line on Existing Maryland Route 2 and 4 for approximately 3.9 miles. (6)

Previously dualized section of Route 2 and 4, north of this proposed project, have already been constructed with an uncontrolled access design as compared to the control access highway which would have created undue hardship on the resident and business areas and would have added exorbitant construction and right of way costs for structures and service roads. The proposed project will also service resident and business areas, and, to provide continuity, the service and benefits which the existing road provides also dictated the proposed uncontrolled access highway design. (7)

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Standard design for the second roadway of the proposed dual highway will be used throughout the improvement for shoulders, cross-overs, left turn storage lanes, acceleration and deceleration lanes, and safety graded side slopes. ( 8)

The structure which will carry the new roadway over Parker Creek is to have a special channel which will allow free passage of fish during reduced flow periods. This design feature contributes to the enhancement of fish life. ( 9)

Maryland Route 2 and 4 is an arterial highway which is the major link between the communities of Calvert County with Washington, D. C. and the Baltimore-Annapolis areas. While serving as an artery to other counties, the route provides the direct access for the thirty residences, the two churches, the shopping center, fire station and several businesses which abut the existing road. (10)

The proposed dualization connects at grade with five secondary State Highways, Md. Rte. 231, Rte. 765, Rte. 506, Rte. 264 and Rte. 509. Md. Rte. 231 is the only county link with the neighboring southern Maryland Counties of Charles and St. Marys. However, another bridge over the Patuxent River, located at Thomas Point in Saint Marys County to Calvert County, is being designed as a second highway link. (11)

Two miles of the existing roadway was built in 1955 to by-pass the town of Prince Frederick. The remaining 3.7 miles was constructed three years later. The design features and the condition of the surface of the existing roadway are still adequate today. (12)

Md. Rte. 2 and 4 was constructed fifteen years ago. The existing roadway from Sunderland to Prince Frederick By-Pass, north of the proposed (13)

project was listed in the State Highway System Study of February 1, 1958, as needed for future projects (1958-61) for surveys, plans and right of way for the construction of the second roadway in the fourth period. The proposed project was not listed in the System Study as an ultimate dual but the accelerated roadside development and traffic counts hastened that need and today an urgent need exists for this proposed improvement.

Attached to this Statement as Attachment #1 is a Land Use Map which shows in some detail the current use of the land adjacent, and in the vicinity of, the proposed improvement. The map shows the proportion of business, residential and farm areas one to another. (14)

Not shown in detail on the Land Use Map is the fact that this artery serves Calvert Cliffs State Park, the Baltimore Gas and Electric Company's nuclear power plant, the Battle Creek Cypress Swamp as well as Solomons Island and several other resort areas. (15)

Calvert County is approximately forty miles long and is an average of eight miles wide. The County is a peninsula bounded by both the Chesapeake Bay and the Patuxent River. In land areas, the County is the smallest in the State. In real estate assessment it is the third lowest in the State. Calvert County is also the third smallest in population (20,000) among the State's twenty-three counties. (16)

According to a report on the "Comprehensive Master Plan prepared for the Calvert County Planning and Zoning Commission," there is little prospect that the proposed dualization will directly increase employment, commercial activity, tax revenues, and property values. Nonetheless these factors will continue to expand from causes other than highway improvement. (17)



Presently, the major industries in this County are agriculture and seafood with resort development being third in importance. On a very small scale pleasure watercraft construction, marina operations, and lumbering are also conducted in Calvert County. There are a few shopping areas and traveler service businesses. (18)

Considering that approximately six thousand persons comprise the County's work force, only forty-five hundred of those persons are employed within the County. Of this number, more than twelve-hundred are rural-farm workers while another thousand persons derive their income from tourism and recreational operations. On a declining basis the seafood industry provides employment for a segment of the in-County work force. (19)

However, on an ever increasing basis Calvert County is becoming another suburb for the Greater Washington (D. C.) Area. Of the present fifteen hundred residents employed outside of their County the majority are employed in Washington, D. C. and its suburbs. The report on the Calvert County Master Plan predicts that by 1985, forty percent of the County's work force will reside in Calvert County and be employed in the Greater Washington Area. (20)

Section 4 (f) Statement as defined under Public Law 89-670 U.S.C., is not required for this project since neither the proposed location nor the alternate locations will traverse park land or a historic site. However this Draft does report the indirect impact the project would have on areas such as nearby Calvert Cliffs State Park. (21)

## II. PROBABLE IMPACT OF THE PROPOSED IMPROVEMENT

On a long-term basis, the proposed dualization is not expected to alter the usage of the adjacent land. Whether the highway is dualized or not, development adjacent to the existing roadway will continue to expand in the same manner that it has in the past decade. (22)

At the present time, the nuclear power plant at nearby Calvert Cliffs is under construction. The second crossing of the Patuxent River will also soon be under construction. Both of these projects are expected to be completed within this decade. As a result the proposed improvement on a long-term broad basis offers greater accessibility to these and other area facilities while at the same time providing a safer facility for both resident and transient motorists. (23)

As described in Section I, Calvert County is a suburb to other employment areas such as Washington, D.C., Baltimore Md., and Annapolis, Md. No rail facilities exist in the County for service to these areas. The existing bus service is slower than automobile travel and has a very limited schedule and routing. The proposed improvement will provide more efficient and safer travel for the commuting residents and also provide a potential for the improvement of the bus service. (24)

Implementation of the proposed improvement not only provides benefits for commuters, it also will provide convenience and safety for local traffic. Local businessmen, route salesmen, service and delivery trucks, local employees and workers and shoppers will benefit from reduced travel time provided by the more efficient facility. (25)

Whenever travel time is reduced for the highway user, the benefit is then transferred to increased productivity, leisure or other usage of the time saved. (26)

In addition to improving the travel quality of the existing highway, more efficient access to the southern half of Calvert County will accelerate development of the already expanding Chesapeake Bay resort areas such as Solomons Island, Drum Point and others. (27)

Expansion of camping facilities, environmental study areas and public recreational areas within Calvert Cliffs State Park are in the planning and funding stages according to the Maryland Department of Forests and Parks. Md. 2 and 4 is the only artery by which this Park can be reached from other areas. Dualizing Md. 2 and 4, as proposed would offer the Park developments to a larger segment of the population because of the reduced travel time between Washington-Baltimore areas and the southern part of Calvert County. (28)

Alignment of the proposed improvement along an existing roadway will not alter any existing wild life environment. Development of nearby and adjacent land areas as a long-range result of the improvement can effect the wildlife only to the extent that the environment is not controlled by responsible public agencies. (29)

Forest and agricultural areas will be effected in the same manner as was described for wildlife impact. The improvement, itself, will not affect these areas, but the impending land development could have an impact if it is not controlled through planning and zoning. (30)

The right of way acquisition will be marginal along the west side of the existing facility. Ten (10) residential and three (3) commercial buildings lie within the proposed right of way take. When the State takes control of the necessary right of way, replacement sites will have been found for dislocatees involved. A move one or more miles from present locations will not adversely affect any displacees. Business interest, of course, will be given every consideration which will reduce, compensate or eliminate the impact caused through relocation. (31)

As a result of discussions with local members of the General Assembly, concerned engineers, affected property owners and business men, general Commission approval was given to the proposed location and design. (32)

Some objections were voiced by local residents who would be affected by the acquisition of the necessary right of way. However, the informational meeting and the Location and Design Public Hearing to be scheduled on this project will more formally present objections, suggestions, alternatives and some reconciliations.

### III. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The major adverse environmental effects, which cannot be avoided is the acquisition of thirteen (13) improved properties along with the required (33) adjacent marginal land. Since the latter part of 1958, the State Highway Administration's Bureau of Location and Surveys has advised six (6) property owners to set back so that a reservation could be established for the eventual addition of a second roadway. Later, on July 22, 1968, the Calvert County Zoning Inspector was officially requested by a State Highway Administration letter to reserve a one hundred and forty foot set back on the west side of the Md. 2 and 4 from the Existing Center Line.

Because of these right of way advance reservations, the State Highway Administration was obliged to purchase the Full Gospel Tabernacle Church (34) property prior to negotiating for the remaining right of way requirements. The church being aware of the pending relocation of its facilities, needed the funds to acquire land and construct the new edifice.

Latest erosion controls, as developed by the State Highway Administration and adopted by the Maryland Department of Water Resources, will be incorpor- (35) ated into the design and specifications for the project. This will keep soil erosion and sedimentation problems to a minimum. Also, the water table is not expected to be affected by the proposed construction because the new roadway will parallel the grade and the location of the existing roadway.

Eventual noise and air pollution will increase as the traffic expands from the present existing traffic of 7350 vehicles per day to the projected traffic of 15,100 vehicles per day in 1992. On the long-term basis, curbing these adverse effects will depend upon future technology and standards. (36)

Although the fact has not yet been scientifically confirmed the Federal Highway Administration's Highway Environmental Reference Book states, "Pollution is reduced when traffic is permitted to flow more smoothly, i. e. when congestion and stop and go type driving are reduced." This statement exemplifies the need for the proposed dual highway through this area of the county. However, the increased traffic generated by the implemented improvement may obviate whatever reduction is made to automotive emissions by the construction of a more efficient highway section. (38)

During the proposed construction of the project, the Contractor will be required through specifications to reduce or eliminate many of the short-term environmental impacts from the construction activity. These specifications cover dust control, minimize construction equipment emission and noise, open burning prohibition, damage to private property and the maintenance of traffic. (39)

The Calvert County Land Use and Thoroughfare Plan, see Attachment #5, depicts future low density and medium density residential development. To some residents this will offer an economic opportunity or a financial gain; to others the improvement will reduce travel time under safer driving conditions. However, the area adjacent to this highway is primarily rural and change to this type of environment may be an adverse environmental effect to many of the established residents. Even without the highway (40)

improvement these environmental impacts will continue to develop along the existing artery.

#### IV. ALTERNATIVES TO PROPOSED IMPROVEMENT

The original concept for the design of this project through the urbanized commercially developed area was to construct a median with a constant width of thirty feet. To minimize right of way damages an alternate design for median transition from thirty feet to sixteen feet is proposed (including combination curb and gutter in the median area only). The transition will begin at a point approximately 0.23 mile north of Maryland Route 231 and extend 0.82 mile in a southeasterly direction. This will only involve the commercial properties which have collectively developed north and south of intersecting Md. 231 with Md. 2 and 4. (41)

Two other schemes were also considered as alternates to the proposed alignment. One scheme would by-pass the existing facility on the west and the other would by-pass on the east. Due to the substantially greater costs for the construction of a complete new dual highway as compared to the construction of one roadway adjacent to the existing facility, these alternate schemes were not fully developed on a design basis. (42)

Obviously, double the right-of-way land is required for the alternate locations. The environmental impact on adjacent land area would be far greater due to the increased right-of-way needed for the construction of a new dual highway at another location. The schemes, as shown on the attached map, Attachment #2 begin approximately at the County Hospital and by-pass the existing roadway on the east, or the west side, southward to Md. 506, where the improvement then becomes the dualization of the existing roadway. (43)

A comparison of the estimated costs of the alternate routes with the estimated cost of the improvement as described in Section I shows the financial impracticality of considering the alternate locations: (44)

Estimated Construction and Right of Way Cost for an East or West By-Pass Alternate:	\$4,562,419.00
Estimated Construction and Right of Way Cost for Dualization of the Existing Roadway:	<u>\$2,674,480.00</u>
Difference in Estimated Costs:	\$1,887,939.00

Either of the alternate locations, as shown in the above comparison, would cost \$1.8 million (or 70%) more than the improvement recommended in this Statement. (45)

Aside from the increased costs for the East or West alternate locations, adverse environmental impacts would be expanded as compared to dualization of the existing artery. Seventy-five or more additional acres of agricultural and wooded land would have to be acquired for either alternate, in addition the existing Md. 2 and 4 would still require improvement for local service to the County Seat, Prince Frederick. (46)

The attached map, Attachment #2 shows that more than a mile of additional roadway would have to be constructed if the alternate, new locations were implemented. Instead of dualizing the 5.7 miles of existing roadway, more than 4.0 miles of new roadway would have to be designed and constructed as well as the additional dualization of the 2.7 miles from Md. 506 to Md. 509. (47)

Not only would land usage be affected through right of way acquisition for either the East or West alternates, but land adjacent to the highway would be affected. Existing wildlife would obviously be eliminated on and near the new highway. Adjoining farm land would be severed. Natural drainage will have to be disturbed. Excavation for a new location requires much more earth grading than the dualization of the existing roadway. (48)

24

On a new location, the type of access to the highway will have environmental impact. If uncontrolled access is allowed roadside residential and business development will be encouraged. If controlled access is provided, then there may be an ultimate need for interchanges, access and service roads. With either access concept additional acres will be converted from forest and agricultural areas to other uses that may not be beneficial to the environment. (49)

Another factor that should be considered is the additional adverse environmental impact caused by highway construction in a new location. The construction time would be lengthened. More excavation and earth movement will be required. More construction materials will have to be moved into the construction site. The short term environmental impacts of the East or West alternate are greater than those for the dualization of the existing road. (50)

V. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT VERSUS LONG TERM PRODUCTIVITY

Highway construction projects have inherent short-term environmental impacts such as those that are caused by traffic tie-ups, relocations, interrupted utility service, minor flooding, erosion, dust et cetera. (51)

On the subject project, short-term use of the local environment will be required for a period of two years. During that time no particular adverse impact will persist for more than a few months. Each phase which implements the highway improvement creates a different variety of temporary impacts. For instance, the environmental disturbance caused by grading operations differ from the environmental disturbance caused by the paving operation. (52)

After the dual roadway is constructed and opened to traffic, the



improvement will provide more efficient and safer transport for the local user and the transient. The reduced travel time to and from the southern area of Calvert County will invite more tourism to the existing marinas, beaches and recreation areas such as Calvert Cliffs State Park. An indirect result of increased tourism will be the growth of the business environment such as an increase in the size and number of shopping centers, motels, restaurants, and service stations. (53)

Calvert County, according to census figures has increased in population more than twenty five percent in the past ten years. The proposed improvement could be expected to influence the attraction of new residents at a faster pace than in the previous decade because of reduced commuting time and expanded economic opportunity. (54)

As population increases so does the social environment. Educational facilities ultimately improve and social or religious functions receive more support. Overall the social environment will slowly adopt a suburban character as contrasted to the present rural atmosphere. (55)

Both beneficial and, possibly, detrimental development is taking place along this artery at the present time despite the overburdened condition of the facility. Whether this inevitable expansion becomes beneficial or detrimental to the whole environment will not hinge on the proposed highway dualization but will depend on control and guidance from local and State authorities as well as elected officials. (56)

In essence, the pressing need for this proposed dualization of Md. 2 and 4 is the result of existing environmental development; implementation will merely facilitate rather than generate the currently expanding long-term productivity. (57)

## VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

A study of the right of way land to be acquired, as well as the land adjacent to Md. 2 and 4 has shown that the construction of the dual roadway would not directly effect any type of natural resources. Previously discussed in this Statement was the possible indirect impact the improvement may have on natural resources such as park areas, beaches, timberland, river fronts, bay areas and farm lands, all of which are located in the general area of the proposed improvement. (58)

Future commitment of the existing natural resources in this area although indirectly facilitated by the highway improvement would not necessarily be irreversible or irretrievable. Zoning, water pollution control and reforestation can be invoked to alter or curb land use and pollution. On this basis this proposed dualization will not irrevokably commit any natural resources, other than the land required for right of way. (59)

Likewise, the existing and the acquired right of way, with present technology, can be reverted to any use which may have more urgency than the transportation demands of today. (60)

## VII. STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Right of way acquisition undoubtedly will be the greatest adverse effect that would be caused through implementation of the proposed improvement. (61)

Already discussed in other Sections of this Statement were the steps taken to minimize the impact on property owners and businesses affected by the intended right of way acquisition. A major example is the advance purchase of a Church property so that the institution could relocate without financial hardship and without interruption to their routines. (62)

Design considerations are also being given to minimizing the impact caused by the property take. The newly dualized highway will have uncontrolled access so that adjacent property owners and businesses will not have further property losses for service roads and interchanges. Businesses will not suffer patronage loss because a customer is reluctant to digress from the main artery. At present this highway has unlimited access but it is without turning lanes and a median (safety factors that the proposed dualization will have in its ultimate design).

(63)

There is substantially less right of way and construction required as compared to expressway design.

(64)

Another design consideration to minimize the adverse effects of right of way acquisition is the transitioning (narrowing) of the median where it will benefit the business community. This transition will not reduce the safety factors in the design since more than the minimum standards are to be used throughout the improvement. Where necessary, namely in the area of Md. 231 intersection, the median reduction from thirty feet to sixteen feet will not only benefit commercial interest but it will be less costly.

(65)

A second group of unavoidable adverse effects is caused by construction operations. These effects are greatly minimized by standardized specifications and operating procedures which reduce or eliminate undesirable environmental impacts.

(66)

The Contractor is at all times required to conduct the work in such a manner as to ensure the least practical obstruction to traffic, Public safety and convenience shall be provided for at all times. To fulfill this requirement, signs, flagmen, flashers, striped barricades and similar devices are used. Access to residences and businesses will be maintained

(67)

at all times.

Air pollution will be reduced through the requirement that construction equipment with internal combustion engines have emission controls. Open air burning of grubbing debris is prohibited. Exposed graded areas and excavation areas are to be watered-down as dust problems occur. Roadway base courses shall be treated with calcium chloride to prevent dust. (68)

Private property and forest areas are further protected through limiting construction operations to the actual right of way. The storage of materials and vehicles is restricted to pre-arranged areas which will not inconvenience the public. (69)

In the past few years extensive studies have been conducted on methods to prevent erosion and sedimentation. Sodding, berm grading, placed rip rap, outlet design, energy dissipaters, sediment traps, sediment basins and similar design items are employed wherever necessary. (70)

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## VIII. FINAL ENVIRONMENTAL STATEMENT

After review of the project's Location-Design Public Hearing transcript and the correspondence created by both the circulation of the Draft Environmental Statement and the Hearing, the State Highway Administration has decided to support the Md. 2 & 4 dualization concept as presented in Section I of this Statement. All location and design modifications resulting from the Hearing and the Draft Statement circulation are detailed in this Section; also, the statements and letters which were not implemented with concept changes are reported herein along with an explanation as to the reason no action was taken on the comment. (71)

This Section is comprised of two Subsections for the purpose of separating the Public Hearing analysis from the report of comments on the Draft Environmental Statement. Copies of all correspondence applicable to the Hearing and the Draft Statement are appended to this Section for reference. The items are listed as EXHIBIT I-1 through EXHIBIT XLIII-1 & 2. Reference in this Section will use the pertinent EXHIBIT designations and paragraph numbers. (72)

A. Location-Design Public Hearing

In accordance with the Policy and Procedures Memorandum No. 20-8 issued by the Federal Highway Administration on January 14, 1969, a Location-Design Public Hearing was held in the County Commissioners Hearing Room, Calvert County Court House, Prince Frederick, Maryland at 7:30 P.M., April 10, 1972. The Hearing Officer was Allen W. Tate, District Engineer, State Highway Administration. Three additional State Highway Administration authorities comprised the "Hearing Team" while other State Highway Administration staff members operated the projector, the recording equipment and advised interested persons on the location-design map details. (73)

A tabulated index of the Public Hearing EXHIBITS is listed here so the reviewer may readily locate the Final Environmental Statement's (F.E.S.) paragraph cross reference. The EXHIBIT's number, who prepared it, a synopsis of its contents and the cross reference is shown as follows: (74)

<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
I	W. Dorsey Gray Calvert Co. Resident	Right of Way acquisition of Historic property.	111 to 115
II	Northam B. Friese State Hwy. Admin.	Acknowledge receipt of EXHIBIT I.	138 and EXHIBIT I
III	David A. Estabrook, Calvert Co. Resident	Request to speak at Public Hearing.	103
IV	Marvin W. Riddle President, Calvert Co. Volunteer Fire & Rescue Assn.	Request to speak at Public Hearing	86 to 88 EXHIBIT XIX
V	Dallas S. Ward Attorney for property owner.	Request to speak at Public Hearing	90 to 93 EXHIBIT XXIII
VI	Hon. Louis L. Goldstein Calvert Co. Resident	Request to speak at Public Hearing	94 to 102
VII	Hon. Louis L. Goldstein Calvert Co. Resident	Request for a re-vertible slope easement in lieu of an in fee right of way acquisition	101 & 102 EXHIBIT XXI
VIII	(Mrs.) Margaret G. Prouty, Calvert Co. Resident	Recommended center-line realignment to "split" right of way "take."	139 to 142
IX	Northam B. Friese State Hwy Admin.	Acknowledge receipt of EXHIBIT VIII.	138 and EXHIBIT VIII
X	A. W. Tate State Hwy. Admin.	Request for median opening to serve traffic needs of an excavation contractor.	143 & 144 EXHIBIT XXII

<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
XI	Ronald M. Jetmore Calvert Co. Board of Trade	Recommended that a new controlled access by- pass be constructed to Md. 765 and that Md. 2 & 4 be dualized souther- ly from that location.	42 to 50 104, 105, 108 and 137
XII	J. Wilmer Johnson Attorney	Same as EXHIBIT XI.	42 to 50 104, 105 & 108
XIII	Paul E. Bowen Calvert Co. Resident	Complaint concerning right of way damage to property and im- provements.	137 and EXHIBIT XVIII
XIV	(Mrs.) Betty L Weems, Calvert Co. Resident	Recommended dualiza- tion south of Md. 264 to be located on the east side of Md. 2 & 4.	137 and EXHIBIT XX
XV	Northam B. Friese State Hwy. Admin.	Acknowledge receipt of EXHIBIT XII.	138 and EXHIBIT XII
XVI	Northam B. Friese State Hwy. Admin.	Acknowledge receipt of EXHIBIT XIV.	138 and EXHIBIT XIV
XVII	Northam B. Friese State Hwy. Admin.	Acknowledge receipt of EXHIBIT XIII.	138 and EXHIBIT XIII
XVIII	William F. Lins, Jr., State Hwy. Admin.	Replied to EXHIBIT XIII stating that the con- necting roadway will be relocated south of the property owners line.	137 and EXHIBIT XIII
XIX	William F. Lins, Jr., State Hwy. Admin.	Replied to EXHIBIT IV stating that a direct- ional median cross- over will be provided at the Rescue Association Building.	86 to 88 EXHIBIT IV
XX	William F. Lins, Jr., State Hwy. Admin.	Replied to EXHIBIT XIV stating that location studies are being undertaken south of the subject project and a Public Hearing will be held after the studies are complete.	137 and EXHIBIT XIV

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<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
XXI	William F. Lins, Jr., State Hwy. Admin.	Replied to EXHIBIT VII granting, under certain conditions, a revertible easement in lieu of fee simple right of way acquisition.	101 & 102 EXHIBIT VII
XXII	William F. Lins, Jr., State Hwy. Admin.	Replied to EXHIBIT X granting the relocation of a median crossover for the direct movement of an excavation contractor's equipment.	143 & 144 EXHIBIT X
XXIII	William F. Lins, Jr., State Hwy. Admin.	Replied to Public Hearing statement that Attorney Dallas S. Ward's client may lose a tenant's lease if the proposed right of way is acquired. Mr. Ward recommended that the improvement be constructed east or west of Prince Frederick.	90 to 93 EXHIBIT V
XXIV	William F. Lins, Jr., State Hwy. Admin.	Replied to Public Hearing 119 to 125 statement by Robert Horsman who recommended the elimination of the median. He also stated that his building is too close to the proposed right of way because when he wanted to locate it in 1958 nobody would tell him where the new right of way line would be located.	
XXV	William F. Lins, Jr., State Hwy. Admin.	Replied to Public Hearing statement by Kenneth Humphreys who objected to the acquisition of his parking area in front of the Buick display building. He also requested an entrance at the north end of his property.	126 to 131



Mr. Tate opened the Hearing with a brief description of the proposed dualization and then introduced the Hearing Team and the State Highway Administration staff members present at the Hearing.

William F. Schneider, Area Engineer with the Bureau of Location and Surveys, after introduction, presented the location history of the proposed project. He explained the findings from the study of alternate route locations. The alternate location studies have been presented in this Statement's Section IV and are graphically shown in Attachment No. 2. Mr. Schneider also described the right of way surveys and attempts to encourage improvement set backs from the proposed highway right of way line. These right of way considerations are detailed in Section III.

(75)

William F. Lins, Jr., Chief of the Bureau of Highway Design, addressed those present at the Hearing concerning the proposed design details. Design concepts given by Mr. Lins, but not explained in Section I of this Statement or defined on Attachment No. 1, are briefly explained as follows:

(76)

1. The median will have sixteen openings with left-turn storage lanes within its 5.30 mile length. Five median crossings will serve State Highways intersecting Md. 2 & 4. Eight median crossovers serve major property entrances and U-turns. An opening is provided for access to 4th Street which connects the business center of Prince Frederick with Md. 2 & 4. A crossover will be located at the Calvert County Volunteer Fire Department and an emergency directional median opening will be provided for the Second District Rescue Squad.
2. At intersecting State Highways acceleration and deceleration lanes will be provided for right-turning movement. In addition to the "accel-decel" lanes, at two locations where turning movements may conflict with both through Md. 2 & 4 traffic and a commercial establishment's parking area, an additional lane will be constructed with curbing to control ingress or egress from the parking area.
3. A sixteen foot transitioned raised median is proposed for a distance of 0.6 mile through the business area located along the Prince Frederick Bypass, north and south of the Md. 231 intersection. Although at the present time the Federal Highway Administration has not given approval to this design

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(79)

concept, the sixteen foot median is proposed to ease the economic impact of reduced access and parking area facilities at existing business sites while at the same time reducing the high cost of right of way damages. Since this area will continue to have a reduced posted speed limit (because of the adjacent strip commercial land use and uncontrolled access design) the sixteen foot median will offer the same safety and convenience that the alternate thirty foot median concept offers.

4. A rest area providing for the parking of twenty to thirty vehicles is tentatively planned for a location in the southern area of the proposed dualization. Picnic facilities will be included in the rest area plans while sanitary and water facilities may come after the initial construction. Since the location, design and construction schedule of this rest area is still in the planning stage, this design feature is not considered as part of the subject project proposed in this Statement. (80)

The last member of the Hearing Team to address the meeting was Sidney R. Kenchington, Assistant Right of Way Chief, District 5 Office. Acquisition procedures not previously described in this Statement were outlined by Mr. Kenchington and are reported in the next five paragraphs.

Mr. Kenchington stated that the amount of property to be acquired is determined by field measurement as well as Court House records. When the amount of right of way required is known, State and local independent appraisers establish a fair market value on each property. (81)

One of three procedural methods is employed to acquire the necessary right of way according to Mr. Kenchington. Each method has part or all of the procedure used in the other two methods. (82)

Briefly, one method applied to acquiring unimproved properties is to deposit the appraised amount with the Clerk of the Circuit Court and file a petition. The property owner, without prejudice, can draw on the money while the State negotiates with the owner for an option. (83)

A second procedure is the direct negotiation with the owner. This method is also used in conjunction with the petition procedure and the (84)

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third method, condemnation with subsequent trial by jury. The petition method may ultimately become a trial by jury determination. Thus each method can incorporate procedure used in another method of acquisition.

When property improvements must be acquired, the Right of Way Division offers "varied and sundry services" in addition to direct purchase of the necessary property. These services include payment of moving expense for the relocation of a structure or other property, assistance in the locating of a purchase or rental apartment, home, farm or business, payment to offset increased mortgage interest costs as well as payment to compensate for necessary settlement costs. (85)

EXHIBIT IV, attached to this Section, is a letter from Marvin W. Riddle, President of the Calvert County Volunteer Fire & Rescue Association in which he requested time to make a statement at the Hearing. Mr. Riddle stated at the Hearing that the members of his Association "request consideration be given to ... (inclusion of a ) crossover at the location of the Second District Rescue Squad." (86)

Mr. Riddle based his request on the fact that in the past two years more than a thousand emergency calls for an ambulance have been responded to. The majority of the calls required travel to the north of the Rescue Squad's location. When implemented, the southbound roadway of Md. 2 & 4 will be adjacent to the Rescue Squad's property; therefore, as shown in EXHIBIT XIX, Mr. Riddle's request will be granted by the inclusion of an emergency directional crossover in the construction plans. (87)

Another consideration Mr. Riddle requested at the Hearing is an emergency flashing signal at the crossovers which could be activated by the sound of a siren. Until this project is constructed and a traffic control study is made, no assurance can be given as to what type of traffic (88)

control would be installed at crossovers which emergency vehicles must use.

In addition to Mr. Riddle's request, a Rescue Squad member, Mr. Robert Ogden entered a crossover request in support of the Association President's statement. (89)

An attorney, Mr. Dallas Ward of Prince Frederick, Maryland requested in writing, EXHIBIT V, that he be heard at the Public Hearing. In his letter he stated that he would represent Mrs. Genevieve M. Fowler who owns commercial property on the west side of the proposed project. A strip of land used as a customer parking area will be taken from Mrs. Fowler's property if the dualization is implemented as proposed. (90)

At the Hearing, Mr. Ward requested confirmation of the estimated costs of both the proposed dualization and the alternate location studies. Mr. Ward stated that the people felt using wood and farm land would be more economical than taking costly business property. He also felt that even with the dualization as proposed the business area of Prince Frederick Bypass is already congested and the proposed improvement may "aggravate" it even further. (91)

A statement on behalf of his client Mrs. Genevieve M. Fowler was then presented. Mr. Ward said, "As you know, she is the widow of Mr. Miller Fowler who owns the parcel that includes Montgomery Ward and the retail grocery store across the way. There is a clause in her lease to the grocery company wherein if twenty percent of her existing parking area is taken, the lessee of the property has the option to call it quits so far as the lease is concerned." (92)

Attached to this Section is Mr. Dallas Ward's letter asking to be heard at the Public Hearing since he represents the property interests of Mrs. Fowler. After the Hearing, State Highway Administration replied to Mr. Ward's statements as follows, EXHIBIT XXIII: (93)

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"Regarding the relocation of the proposed highway, to the east or west of Prince Frederick, the average daily traffic alerted us that the present single roadway would very soon be inadequate for the increasing traffic. Economic studies dictated that the second roadway, of the proposed dual highway, be constructed adjacent and parallel to the existing lanes.

It is unfortunate that part of the parking area of the tract of land owned by Mrs. Genevieve Fowler will be necessary for the construction of the second roadway. From visual observation, we think it is a possibility that her parking area can be expanded at the rear of the building."

The Honorable Louis L. Goldstein, Comptroller of Maryland, was the third person to address the Hearing. He had requested this opportunity in a letter, EXHIBIT VI, stating that he "will be speaking as a property owner and not as a public official."

(94)

At the Hearing Mr. Goldstein questioned the consequences of constructing a rest area without toilet facilities. Since at this stage the rest area location and design "has not been exactly established" and since the rest area was not part of the Public Hearing advertisement nor the Draft Environmental Statement, all rest area considerations will be deferred until a later date.

(95)

The ten foot by eight foot box culvert carrying Parker Creek under Md. 2 & 4 is to have a fish channel. Mr. Goldstein wanted more detail concerning this design item. Mr. Lins told the Hearing that the Department of Water Resources reviews each proposed stream crossing; in an effort to bring back or conserve fish life, Water Resources recommends the type or design of a fish channel. In the Parker Creek culvert, the channel is to carry six inches of water during a seven day, ten year low stream level.

(96)

Citing delays in the construction of the lower Patuxent River Bridge and the increased traffic on Md. 2 & 4 that will be generated with the completion of the bridge. Mr. Goldstein adamantly proposed accelerating

(97)

38

the dualization of this route southerly to Solomons Island ( a distance of approximately sixteen miles). He claimed that in this way the project would be "completed when the bridge is finished." Mr. Goldstein also stated that in his opinion the funds can be found to build the whole project now.

The project as proposed to the Public Hearing was programmed for construction funding in fiscal years 1972, 1973 and 1976. The money for each "State Highway Improvement Program" was a budget item subject to legislative approval by the General Assembly. Each county's allocation of the Program funds is prorated from the total estimated costs for that county's critical projects which are shown in the Twenty Year Needs Study. Legislative approval is also required for the Needs Study as well as the fiscal year funding. This changed in part on July 1, 1972. (98)

Subsequent to the Public Hearing, another legislatively approved program was established by the Maryland Department of Transportation. This program, known as the Consolidated Transportation Program, was established to centralize all of the Department's programs such as Rail Rapid Transit System, the Washington Metro System, Port Improvements and Aviation Improvements. Included in the Department's Program is the State Primary Highway System which is a network of major State Highways, U.S. and Interstate Highways.

Funds are allocated and available now to perform the dualization of Rte 2 & 4 from 402 to south of Rte. 264. Rte. 2 & 4 is now part of Maryland's Primary Highway System. The balance of the funding from south of Rte. 264 to the Patuxent River Bridge will not be limited to the proportionate allocation described in paragraph (98). The Maryland Department of Transportation can now program a project based on comparative need and completed preliminary engineering. (99)

An Informational Public Meeting concerning this project was held two weeks before the Public Hearing. The Meeting was held at the same location the Hearing was held. Mr. Goldstein while attending the Meeting spoke to the District Right of Way Chief, William C. Krieger, concerning the proposed highway right of way and the Goldstein property.

(100)

Mr. Goldstein followed up the discussion at the Meeting with a letter, EXHIBIT VII, in which he restated his request for consideration on a revertible easement in lieu of fee simple highway right of way acquisition in a 32,000 square foot, more or less, side slope area.

(101)

EXHIBIT XXI, a letter from the State Highway Administration grants Mr. Louis L. Goldstein the revertible easement subject to certain conditions. A strip of the Goldstein property approximately 450 feet long and averaging 60 feet wide will become a slope easement protected by a berm ditch. The State must have access to the ditch at all times. This easement area will revert to the property owner only if the slope is graded by the property owner to the same elevation as the adjacent highway right of way.

(102)

An opportunity to speak at the Hearing was requested by David A. Estabrook, a property owner, EXHIBIT III. When asked to speak Mr. Estabrook replied, "Your maps have answered any questions that I have."

(103)

Judge John B. Gray, Jr., of the Calvert County Circuit Court, indirectly seconded Mr. Goldstein's statement concerning construction of Md. 2 & 4's southern sections and at the same time he proposed that the State acquire right of way for either the east or west alternate to the existing roadway. Judge Gray also proposed that a dual, controlled access highway be constructed to prevent the roadside from becoming congested with strip development.

(104)

The reason against implementing Judge Gray's recommendations have been previously detailed in this Section and in Section IV. (105)

An employee of the Prince Frederick Motor Vehicle Company, Vernon Hoarsman, stated that he heard that in the next seven to ten years a bypass would be built around Prince Frederick. In reply Mr. Tate said, "There has been talk but I don't know about the next seven to ten years." (106)

Mr. Hoarsman said that he agrees with Judge Gray's recommendations if a bypass is going to be built in the future. He also said that he drives emergency vehicles for Calvert County Volunteer Fire Department. He feels that dualization of the existing bypass will not relieve congestion; it will build up road hazards and accidents. (107)

An attorney, J. Wilmer Johnson, delivered a statement at the Hearing and followed it up with a letter to the State Highway Administration, EXHIBIT XII - 1 & 2. The State Highway Administration's reply is EXHIBIT XV. Mr. Johnson's recommendations were similar to those of Judge Gray and others. (108)

A Cove Point resident, J. C. Letz, stated that he agreed with the recommendations to dualize Md. 2 & 4 from the new Patuxent River Bridge northward. Cove Point is located in this area. Mr. Letz cited the traffic generated by the recent construction of the Baltimore Gas and Electric nuclear plant and the Columbia gas plant as creating a need for this improvement. (109)

Beginning with a letter to the State Highway Administration in March, 1972, Mr. W. Dorsey Gray has objected to the acquisition of right of way from his business property. Later he addressed the Public Hearing stating that the proposed improvement will not relieve traffic problems arising within the next ten years. Mr. Gray also recommended that a median not be constructed in this area. (110)



41

Mr. Gray's letter, EXHIBIT I-1 to 4, concerned right of way acquisition both at his business establishment on the Prince Frederick Bypass and at his residence in Port Republic. This Statement and its subject project does not affect Mr. Gray's residence since that property is approximately one half mile south of the subject improvement's southern terminus. (111)

According to State Highway Administration's correspondence files, on December 6, 1963 the State Highway Administration's Location Engineer for the Calvert County area, Ridgely H. Dorsey, met with Mr. Dorsey Gray and State Senator Edward T. Hall concerning the proposed plans for relocating Dorsey Gray Ford and Mercury Dealership from the center of Prince Frederick to the Bypass, Md. 2 & 4. (112)

The following is abstracted from the Location Engineer's letter to Mr. Gray dated December 19, 1963: (113)

"Attached . . . is an original right of way plat indicating the proposed dualization Route 2, and its effects on your property located on the northwest corner at the intersection of Routes 2 and 231.

The proposed southbound lane is indicated by dashed red and the proposed right of way is noted by a green line which will be approximately 100 feet west of the center of the existing road as was discussed in our meeting of December 6, 1963."

According to Mr. Gray's letter, EXHIBIT I-1 to 4, he built the improvement in 1964 which is the year after he was advised in writing of the future highway right of way requirements. (114)

Traffic projections and nationally accepted design standards dictated the design of this project as proposed. Available current and future funds dictated the location. Projections, standards and funding may be fallible, but seldom are, since they are based on proven methods and tested designs. For this reason Mr. Gray's Hearing statement concerning "thinking ahead enough" and "do away with the median strip" cannot be implemented because (115)

the most current criteria has already been applied to the proposed improvement.

In essence, a County Commissioner, H. Gordon Trueman, stated at the (116)  
Hearing that he supported dualizing Md. 2 & 4 to its southern terminus --  
Solomons Island. Mr. Trueman's interest is for constituents who reside in  
his district which is south of the proposed improvement. However,  
Mr. Trueman stated that although he would not propose how the highway  
should be improved in the Prince Frederick area he does favor any  
decisions by the residents of that area. He also recommended the con-  
struction program be accelerated for dualizing Md. 2 & 4; he suggested,  
"... building six miles at a time, every three years. We build six miles  
on this end and six miles on the other end. That would give us six years.  
Then in the ninth year we can fill in the middle six miles."

As described previously, this highway improvement has been a part of a (117)  
Statewide Construction and Reconstruction Program subject to annual budgetary  
considerations, highway needs and legislative sanction. Historically, as  
engineering is completed and construction funds become available, the  
dualization of Md. 2 & 4 in Calvert County has proceeded from north  
towards the south, each construction contract being contiguous to the  
previous contract.

Average Daily Traffic on Md. 2 & 4 is highest at the north end of the (118)  
Prince Frederick Bypass (8,750 vehicles a day) and lowest in the south end  
of the peninsula (3,750 vehicles a day). Implementing the subject project  
at this time serves the greater transportation need. Even with the pro-  
jected addition of 1,450 vehicles per day generated by the opening of the  
Patuxent River Bridge, the highway improvement need is greatest in the 5.7  
mile section the proposed project encompasses. The Secretary of Transportation  
has recently authorized funding for preliminary engineering to the Patuxent  
River Bridge. Consultant assignment has been made and agreement is being  
negotiated. It is expected that Location Public Hearing will be held  
during 1974.

Mr. Robert Horsmon, an associate of the Prince Frederick Motor Company on the Bypass, stated at the Hearing that he asked a representative from the "State Roads Commission" where they should locate their building before they started construction. This was in 1957-58. The representative, according to Mr. Horsmon, drove a stake saying that if and when this road is ever dualized, it would come no further than here. (119)

"With the present plan," stated Mr. Horsman, "we lost forty-two feet off of our front, which will cut us almost in half and will put us out of business as far as displaying new and used cars on the front." (120)

Removal of the median design was also recommended by Mr. Horsmon. He cited Md. 5 through Hughesville in Charles County as an example of a four lane closed (curb and gutter) section with no median. (121)

EXHIBIT XXIV shows the State Highway Administration's reply to the Public Hearing statements by Mr. Horsmon. As stated in the letter, preliminary plans for dualization were not prepared until five years after the Prince Frederick Motor Company building was constructed. After a cost study, location studies and design studies, the most prudent concept for dualization is the improvement as proposed in Section I of this Statement as well as in Attachment No. 1, Land Use Map. (122)

Mr. Horsmon's recommendation for an undivided highway in the business district cannot be accepted if the State Highway Administration is to provide a safe, efficient and convenient facility for the traveling public as well as the local residents and businessmen. The advantages of a divided highway are not only in the reply to Mr. Horsmon but are also detailed in various Sections of this Statement. (123)

Later, a second statement was made by Mr. Horsmon at the Hearing. He challenged the Draft Environmental Statement's reference to discussions (124)

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with "... concerned engineers, affected property owners and business men ..."  
He asked the business men present if the proposed improvement was discussed with them and none replied.

State Highway Administration records show that at least two of the business men present were not only conferred with by State Highway Administration Location Engineers but they had received detailed written information concerning the location of the proposed right of way line. (125)  
The Environmental Statement also stated in the same paragraph "Some objections were voiced by local residents who would be affected by the acquisition of the necessary right of way."

The final statement by a business man was presented to the Hearing by Mr. Kenneth Humphreys who represents Humphreys Bros. GMC. Mr. Humphreys (126)  
said that he was misinformed by a Location Engineer, Ridgley H. Dorsey, as to where the proposed right of way line would be located on his property. Claiming that this information caused him to construct his building too close to the future right of way line, Mr. Humphreys further said, "Now, I have 110 feet, I think it is, from the State line to the front of the building. They are supposed to take 60 feet of that, which will be more than half. That won't give me enough room to park new or used cars out front."

According to State Highway Administration Bureau of Location and Surveys' files, Mr. Kenneth Humphreys and his brother Mr. Robert L. Humphreys (127)  
requested in a letter dated June 17, 1966 comments concerning the location of a structure they were planning to construct on thier "recently purchased parcel of ground ..."

In a June 29, 1966 reply to Humphrey's letter, Ridgley H. Dorsey, the Area Location Engineer, sent a plat showing the proposed right of way (128)

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line and in the forwarding letter stated: "To enable you to plan your building within County regulations, it is anticipated the right of way will be approximately 120 ft. west of center of existing Maryland 2 & 4 plus any required supporting easement."

Mr. Dorsey's 1966 letter and plat is consistent with today's proposed design and right of way acquisition. (129)

At the Hearing, Mr. Kenneth Humphreys requested "an entrance to the property off of Md. 765, the Old Prince Frederick Road." He claimed (130) that the entrance would get the northbound vehicles making a U-turn to enter his property off the mainline faster and the same would apply to the southbound Md. 765 vehicles. This would reduce the impediment to southbound, Md. 2 & 4 through traffic by shortening the distance from the median crossover to the property entrance.

A study was undertaken on the feasibility of Mr. Humphreys' entrance request. The results of the study indicated that an entrance could be (131) constructed on the north end of the Humphreys' property. The findings were reported in a letter, EXHIBIT XXV, to Mr. Humphreys as well as the fact that a strip 50 foot wide would be acquired and not the 60 foot width Mr. Humphreys stated at the Hearing.

The County Planner for Calvert County, Lawrence Bowlby, presented his statements to the Hearing. Mr. Bowlby's remarks were mainly in (132) affirmation of both Mr. Goldstein's and Judge Gray's recommendations. The Planner did say, in addition, that the proposed 16 foot median while minimizing the acquisition of property would introduce traffic problems.

According to Mr. Bowlby, two meetings were held during 1969 and 1970 with "State Road Commission" representatives. At those meetings, the County (133) Commissioners recommended that dualization between Stoakley Road and Rte. 506 be suspended until dualization to the east or west could be determined and

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a right of way established and that the money, rather than spending in that area (Prince Frederick) be spent further to the south. Also in attendance at this meeting was the County Delegate and County Senator. Mr. David H. Fisher's letter of February 8, 1967 to Senator Edward T. Hall and Mr. Lawrence Bowlby's, Chairman, Calvert County Planning and Zoning Commission, letter of December 11, 1969 to Mrs. Katherine Murray, President, Calvert County Board of Education, verifies the concurrence of the County Senator and County Delegate for the construction of the additional roadway and their opposition to any change on the presently planned dualization of Rte. 4.

An estimate of ten million dollars was given by Mr. Bowlby as the cost of dualizing the remaining sections of Md. 2 & 4 including the subject project. Concurring with Mr. Goldstein's earlier remark on funding the entire improvement now, Mr. Bowlby then stated, "Ten million dollars, compared with what we spent in the larger counties and compared to what we spent on larger projects, is not much." (134)

The Highway Design Bureau Chief, William F. Lins, Jr., when introducing the 16 foot median concept at the Hearing, stated that an additional 12 foot lane will front business areas to alleviate any U-turn limitations imposed by the transitioned median. When the project is implemented, Traffic Engineers will determine whether traffic control devices are required, and if needed, the type and location of each sign or device. Both the additional land and traffic controls should provide the safety and convenience that a wider median affords. (135)

The existing Bypass has no median. A left turn can be made at any point along the route's mainline which beyond any doubt increases the accident potential in the vicinity of Prince Frederick. In this area an average 6,500 vehicles a day use the Bypass; according to nationally accepted design standards, the volume already exceeds acceptable limits for a two-lane highway. A 16 foot median dividing two, two lane roadways is the minimum nationally (136)

recognized design standard that can reduce the accident incidence and relieve the existing congestion in the Bypass section of Md. 2 & 4.

Some of the attached EXHIBITS refer to the Public Hearing but have not been described further since a written reply had been prepared and is attached to this Statement. An example is EXHIBITS XIV & XX or XIII & XVIII. (137)

Some EXHIBITS such as II, IX and XVII are written acknowledgements to letters received concerning the Public Hearing and the Proposed dualization. Since they do not contain information related to the location, design or other details concerning the project; these letters were attached for reference only. (138)

Mrs. Margaret A. Prouty wanted an explanation as to why the State Highway Administration cannot "split the difference between the two sides of the road (existing Md. 2 & 4) as to the State Roads take" in the business section of the Prince Frederick Bypass. She wrote, EXHIBIT VIII, "It seems that this would minimize the damages to the numerous business establishments on the west side of the road." (139)

If right of way is acquired from both sides of Md. 2 & 4, the total property area acquired may increase since both sides of the proposed improvement would require safety side slopes. More than likely total property damage costs would be increased as an end result. (140)

The recommended right of way shift would cause total reconstruction to be undertaken in the area involved. This requires removal of the existing roadway and the additional grading, draining and paving of a new parallel roadway. At least 30% more construction would have to be contracted at a proportionate increase in construction cost. (141)

Aside from the substantial increase in the cost of the project, reconstruction of the highway rather than dualization would expand or create (142)

short-term environmental impacts. Removal of the existing road would create inconvenience to motorists and adjacent property owners because of detours, grading operations and the movement of equipment and materials. Whatever short-term adverse impacts are described in other Sections of this Statement, each one would be expanded whereas reconstruction offers no benefit that is not already offered by the proposed dualization.

The S.H.A. District Engineer for the project's area in a letter, EXHIBIT X, requested a median crossing relocation. Mr. Allen W. Tate, the District Engineer, stated that in the course of an Informational Meeting an excavating contractor who has his business located adjacent to the proposed improvement asked if a median crossover could be placed across from his property entrance. The contractor has ten-ton dump trucks and tractor trailers which would have to travel 1600 feet southward to use the northbound roadway. This would create a hardship and a hazard when heavy equipment must make a U-turn instead of a 90 degree left turn to enter the northbound lanes.

(143)

Mr. Tate's recommendation was implemented and EXHIBIT XXII shows the Bureau of Highway Design's reply to his letter. Although the State Highway Administration has established a minimum standard of 1500 feet between median crossovers, the standard was waived to grant the well founded modification. Since 1200 feet of median still remains between the crossovers involved, the safety and efficiency of the modified design has not been reduced.

(144)

#### B. Comments on the Draft Environmental Statement (D.E.S)

Twenty-six different selected or required governmental and quasi-governmental authorities were sent this Draft Environmental Statement -Sections I through VII. Also the D.E.S. was sent to fourteen State Highway Administration Bureaus and Offices. The distribution letter

(145)



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along with names and addresses is shown in the Summary of this Statement (F.E.S).

Responses were received from thirteen different non-State Highway Administration authorities and one from an S.H.A. Bureau. These replies (146) covered a period of ninety days from the date of D.E.S. authorized circulation which indicates that considerably more reply time was allowed than required in FHWA PPM 90-1.

Within S.H.A. many Bureaus participated in the D.E.S. documentation. For this reason they had no comments to formally present on the D.E.S. (147) whereas fifty percent of the non-S.H.A. addressees did reply to the distribution letter.

The following tabulation is an index of the replies to the D.E.S. circulation letter. The index shows the response as an EXHIBIT number, (148) shows who prepared the reply, a synopsis of its content and the F.E.S. cross reference:

<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
XXVI	Lester Rogers U.S. Atomic Energy Commission	Reviewed D.E.S. No Comment.	149
XXVII	Jean J. Schueneman Md. Environmental Health Administra- tion	Requested clarifi- cation of paragraph (38) - air pollu- tion.	186 to 188 and EXHIBITS XXXVI, XXXVIII and XLIII-1.
XXVIII	Charles R. Ander- son, State Hwy. Admin.	Recommended the inclusion of a rest area within termini of project.	80 & 95
XXIX	Clyde E. Pyers Md. Department of Transporta- tion	Reviewed D.E.S. No Comment.	149

<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
XXX	John H. Mills Tri-County Council for Southern Md.	Reviewed D.E.S. No Comment.	149
XXXI	Joseph A. Grimes, Jr., Department of the Navy	Reviewed D.E.S. No Comment.	149
XXXII	Robert J. Blanco Environmental Protection Agency	Requested exten- sion of review deadline.	149 and EXHIBIT XXXVI
XXXIII	John H. Gibson U.S. Department of Agriculture	Requested "adequate control of sediment during construct- ion"	190 to 194
XXXIV	Sidney R. Galler U.S. Department of Commerce	Reviewed D.E.S. No Comment.	149
XXXV	John E. McKenna U.S. Department of Health, Education and Welfare	Reviewed D.E.S. No Comment.	149
XXXVI	Robert J. Blanco U.S. Environmental Protection Agency	Reviewed D.E.S. No Comment.	149 and EXHIBIT XXXII
XXXVII	Mark Abelson U.S. Department of the Interior	Reviewed D.E.S. No Comment.	149
XXXVIII	Jean J. Schueneman Md. Environmental Health Administra- tion	Stated that Nitrogen Oxide emissions may increase because of higher vehicle speeds.	186 to 188 and EXHIBITS XXVII and XLIII-1.
XXXIX	Jean J. Schueneman Md. Environmental Health Administra- tion	Form Letter Notice to State Clearing- house on D.E.S. review.	149 and EXHIBIT XLIII-1.

<u>EXHIBIT No.</u>	<u>Prepared by</u>	<u>Synopsis of Content</u>	<u>F.E.S. Paragraph Cross Reference</u>
XL	Anthony F Abar Md. Department of Natural Resources	Reviewed D.E.S. Approved project.	149
XLI	Arthur J. Reid, Jr., U.S. Office of Economic Opportunity	Reviewed D.E.S. No Comment.	149
XLII	Vladimir Wahbe Md. Department of State Planning	State Clearing- house has approved project.	149
XLIII 1 & 2	Vladimir Wahbe Md. Department of State Planning	(a) Discuss "relative merits" of alternatives. (b) Discuss how facility as pro- posed will meet the need for dualization (c) Expand infor- mation on relocation assistance. (d) Justify the uncontrolled access design versus the controlled design and relate the comparison to com- munity plans.	156 to 164  152 to 155  181 to 185  195 to 204

The index of the eighteen D.E.S. comments shows that only five require additional explanation in this F.E.S. Eleven of the EXHIBITS stated that the D.E.S. had been reviewed but that the reviewing agency had no comment which would require additional explanation. Two others are procedural which confirmed another review or requested an extension of the "deadline" date for reply. The five EXHIBITS requiring additional explanation will be detailed in this Subsection. (149)

After circulation of this Statement a revised FHWA PPM 90-1 was issued which requires more detail in each E.I.S. The latter issue requires (150)

more detail concerning two areas of an Environmental Statement which were too briefly presented in this D.E.S. Therefore, in this Section additional information is presented under three headings which will expand the original contents as well as reply to some D.E.S. comments. The three headings are: "Alternates and the 'Do Nothing' Alternate, Noise Levels" and "Right of Way Acquisition Procedures and Impacts."

Alternates and the "Do Nothing" Alternate

Because of the opposition to the proposed design for the project voiced at the Public Hearing plus the comments shown in EXHIBIT XLIII - (151) 1 & 2, some additional studies were made on the East or West Prince Frederick By-Pass alternate locations.

S.H.A. Traffic Engineers expanded the traffic data shown in paragraph (5) in Section I of this Statement. The result of their count and pro- (152) jections is shown in the following tabulation:

	Average Daily Traffic	
	1972	1992
On existing Md. 2 & 4 only:	7,350	15,100
On new East or West By-Pass:	6,300	11,500
With existing Md. 2 & 4:	2,000	4,200

When compared to the environmental impacts caused by total route relocation and the large additional cost necessary to accomplish it, the (153) traffic projections in the tabulation do not show sufficient volumes to justify that type of proposed construction.

If Md. 2 & 4 at Prince Frederick is relocated, the tabulation shows that additional traffic will be generated. An estimated four percent of (154) the projected volume will be using both the new as well as the existing facility. Despite the increased traffic neither the new nor the existing facility in twenty years will have a level of service commensurate with

the public funds invested.

As the tabulation indicates, eighty-five percent of the traffic on the existing route would shift to the new location. The design criteria that should be used for the new traffic projections dictate that a four lane divided controlled access highway concept be used. The estimated cost for this concept is shown in paragraph (44) of this Statement and is at least seventy percent higher than the cost of dualization as proposed in this Statement. (155)

The following is a list of "Beneficial" and "Adverse" impacts that would originate by relocating Md. 2 & 4 to the east or the west of Prince Frederick as shown in Attachment No. 2: (156)

#### Beneficial

1. A controlled access alternate by-pass would carry traffic safely, efficiently and conveniently around the congested areas of Prince Frederick. (157)
2. The controlled access alternate relocation would encourage development particularly in the area of Md. 231 or Md. 402 and Md. 506, depending whether the east or the west site for the by-pass is selected. Some business establishments along existing Md. 2 & 4 will be relocating because of their dependency on the traffic volumes; others will be seeking new business opportunities or residence in the vicinity of the new highway. (158)

#### Adverse

1. Engineering, surveys and plans for a relocated Md. 2 & 4 will delay the improvement in this area a few years. Traffic studies show the improvement is needed now and when the Patuxent River Bridge is opened to traffic, the volume will increase even more. If plans are to be prepared for an alternate by-pass, time must be allocated for surveys, right of way acquisition, public hearing and many other necessary operations required prior to advertising the project for construction bids. (159)

Plans and engineering for the dualization of existing Md. 2 & 4 had been in completion stages prior to implementation of FHWA PPM 90-1; therefore, a decision to "shelve" the plans for the dualization design represents a waste of revenue, additional costs and project delay, all without justification

based on traffic studies and need.

2. A minimum of 157 acres of wooded, agricultural and residential land would have to be acquired for either the proposed east or the west by-pass. The acquisition of this type of land has inherent environmental impacts which must be weighed against the need for the highway improvement. Traffic projections and estimated costs should show that an east or west relocation is feasible but not prudent, and the construction of another traffic corridor with its environmental impacts adds to the reasons against implementing the relocation proposal. (160)
3. Aside from land acquisition, an east or west Md. 2 & 4 by-pass will require the acquisition of at least ten dwellings and five miscellaneous buildings such as barns, garages et cetera. The long term impact may be beneficial to some residents but it also may be disastrous to a few tenants or owners earning their livelihood as farmers. Some farms would be reduced and divided creating a remaining acreage too small for profitable cultivation. (161)
4. Not only the engineering for the proposed dualization will have been a wasted expenditure if a new by-pass is implemented, but 1.15 miles of constructed dualization will also become an unnecessary expenditure. The existing dualization from Md. 402 northerly towards Stoakley, as shown in Attachment No. 2, is dualized but cannot be utilized in the relocated by-pass concept. As shown in the projected traffic study, paragraph (152), there will not be sufficient traffic on the existing Md. 2 & 4 in 1992 to warrant a divided four lane highway if an alternate facility is constructed. (162)
5. No damages can be paid to businessmen losing patronage because their goods and services are no longer used by the traveling public. When the east or the west by-pass would be opened, most traffic would be diverted away from the existing highway. Along the existing highway some establishments are selling ice, sporting supplies, food and gas to tourists and travelers. Some of these businessmen would face severe economic loss even if they can afford to relocate their business. (163)  

As experienced in similar relocation projects, no assistance or damages is given to citizens adversely affected by the relocation of an existing highway if no property is taken from the affected citizen at his place of business.
6. Should the east or west alternate be implemented, the existing roadway would continue to be congested until the new facility is built and opened to traffic. An optimistic estimate is five years for the project's completion from the time of (164)

initial approval to finished construction.

If the proposed dualization is implemented, construction could be started in less than six months from approval and a portion of the project would be open to traffic within two years of award. The first portion would be in the area of Md. 2 & 4's highest traffic volume and congestion problems. Other contiguous contracts would then be completed in succession and open for public use.

The following paragraphs present the "do nothing alternate" which had not been included in the D.E.S. although PPM 90-1 requires that this alternate be explained in each E.I.S. (165)

According to National Highway Design Studies, a two lane undivided, uncontrolled access highway has the highest accident rate per hundred million vehicle miles traveled on each type. Although the subject project's existing roadway meets today's design standards, the average daily traffic requires a four lane facility. If nothing is done to relieve this over-taxed section of Md. 2 & 4 then both the type of roadway and the traffic volumes will contribute to increasing number of accidents. (166)

As traffic volumes increase, so does business opportunities which are motorist oriented. Md. 2 & 4 within the subject termini is an uncontrolled access highway which invites roadside or strip development. (167)

If nothing is done to Md. 2 & 4, the business development that has already developed at Md. 231 and Md. 2 & 4 will expand along the highway. As the roadside becomes developed two adverse consequences could result: one is that if the highway is widened at a later date, right of way acquisition costs and property damage may be so exorbitant as to prohibit improvement and secondly the additional highway accesses will contribute to an increase in the accident incidence since Md. 2 & 4 is an undivided two lane facility. (168)

There is no alternate north-south artery in the southern half of Calvert County. A motorist must use Md. 2 & 4 to travel from north of Prince Frederick to the southern tip of the County. By not improving the existing highway system, the public is required to not only travel on a hazardous facility, but to endure the time consuming erratic traffic movement created by vehicle volumes on a highway with no capacity to move it. A minor accident on a two lane highway has the potential of halting both northbound and southbound vehicles for a considerable period. Since traffic volumes warrant a four lane highway, this type of public inconvenience is unnecessary.

(169)

More serious than inconvenience and risk to the traveling public, a "do nothing" alternative would jeopardize life and property. Not only does the motorist contend with the congestion, but the ambulance, the fire engine and the police car must contend with the same traffic conditions. The price of delaying an emergency vehicle can be paid in loss of life and property.

(170)

Today the motor vehicle is the only form of transportation in Calvert County. No shift to another transportation mode, such as the railroad or the transit bus, is foreseen in this County. The public is dependent on Md. 2 & 4 for commuting to work, residence, recreation area, school and shopping center among other destinations. Only the motor vehicle links the retailer with the wholesaler, the resident with food or employment, the student with a school and community with community. Everything that is moved in Calvert County, is moved on a street, road or highway. To "do nothing" to improve Md. 2 & 4 is to place an impediment and inconvenience on a vital facet of the County's environment.

(171)

The only beneficial impact a "do nothing" alternative offers is the prevention of converting land to highway use. This benefit would create the adverse impacts cited heretofore which in turn would negate whatever

(172)



long term benefit may be derived from not acquiring this highway right of way.

#### Noise Levels

Subsequent to circulation of the D.E.S. on this proposed project, the S.H.A.'s noise analysis team became operational. In accordance with FHWA PPM 90-2 a noise level analysis was prepared for the F.E.S. on the subject project. (173)

The major procedures to obtain the data and analysis fall into five functions which are reported as follows: (174)

1. Areas which are sensitive to noise and may be impacted by noise from the proposed project were identified.
2. Ambient noise level measurements were taken at all noise sensitive locations throughout the project area (See Attachment No. 1 and No. 7).
3. Predictions based on Design Year (1992) traffic were projected to show future noise levels (See Attachment No. 7).
4. An analysis of the noise impact on sensitive areas was compiled.
5. Noise abatement considerations were compiled for areas indicating a need for these measures.

Attachment No. 1, Land Use Map, shows the location of eleven noise sensitive areas selected for noise impact analysis on the proposed project. (175)  
Attachment No. 7, Noise Levels and Projections, is a tabulation of ambient readings, twenty year projections and the maximum noise level tolerable for the type of land use being analyzed.

Undeveloped land including cultivated fields, woods, and logging camps are not considered noise sensitive areas unless a known development will change the use of that land. All other land uses have been assigned a design standard dBA (acceptable noise level measurement) which will be exceeded less than ten percent of the time. The level standard for each (176)

sensitive area analyzed is shown in the last tabulation column in Attachment No. 7.

~~A tolerance up to 5 dBA above the standard is acceptable although not desirable. Area Numbers 5, 6 and 8 in Attachment No. 7 are in this category according to the dBA levels; however, these areas will be shielded with screen plantings to offer some visual as well as psychological relief.~~

(177)

Since Area Number 7 will exceed the level standard ~~and the 5 dBA tolerance~~ <sup>and</sup>, the impacted residence may have to be acquired as highway right of way.

(178)

If nothing is done to improve the existing highway, similar noise impacts will persist because the congestion will produce interrupted traffic flows.

(179)

~~Ten vehicles backed up at a snail's movement produce more noise than the same number passing the same point at a moderate speed with a reasonable distance between the vehicles.~~ A four lane facility understandably allows freer traffic movement for a given volume than a two lane facility.

If the proposed project is implemented construction equipment will create increased ambient levels. Currently, no acceptable noise level standards have been compiled and there is no experience on ambient average levels for different types of construction equipment such as bulldozers, dump trucks, paving equipment et cetera. Construction will have an adverse noise impact during the entire period but the degree and consequences cannot be predicted.

(180)

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## Right of Way Acquisition Procedures and Impacts

The Maryland Department of State Planning, EXHIBIT XLIII- 1 & 2, requested more information concerning relocation; therefore the following paragraphs are presented in reply to Planning's request. (181)

Standard acquisition procedures have been presented in paragraphs (81) to (85) of this Statement. However, that information applied to all high-way right of way acquisition whereas this Subsection will address itself to the report on the subject project which was prepared by the Relocation Officer in the Right of Way District responsible for the proposed improvement. (182)

Five families, one individual and three businesses will be affected if right of way is acquired for the proposed project. Investigation of the area's real estate sources showed that eleven suitable dwellings are for sale at any given time for the three families who own their dwelling and at least four rental units are available to the three tenants. (183)

Concerning the three businesses affected by the proposed right of way, the Relocation Officer reports: "One gas station will be discontinued. The owner-operator had a stroke and will be unable to continue. The liquor store will be relocated on the same property due to the fact that Mrs. Somerville, the owner, has extensive frontage on the road and has been advised to build another store building. Mrs. Denton will lease the new building and will occupy an apartment in the new building. The plumbing shop should have little or no difficulty in finding a new location." (184)

Although the proposed acquisition of property will represent a tax loss of \$2,385.00 a year, impending improvements will offset the loss and and ultimately result in greater valuation adjacent to the improved highway. (185)

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## Response to other D.E.S. Comments

EXHIBITS XXVII, XXXVI, XXXVIII and XLIII-1 contained comments concerning air pollution generated by motor vehicle traffic. Since each comment is a statement rather than a request for information, each EXHIBIT is self-explanatory. (186)

Within Maryland's Department of Health and Mental Hygiene, the Bureau of Air Quality Control monitors air quality on a Statewide basis. This Bureau is the most authoritative source for information on air quality; therefore, their comment is included in this Subsection to show the negligible adverse impact the proposed project will have on the quality of air in the vicinity of the improvement: (187)

"There should be no air pollution problem resulting from the construction of this highway. Nitrogen oxide emissions may increase because of higher vehicle speeds. However, the contribution to ambient levels will most likely be quite low because of the low ADT and new car emission standards."

Also the U.S. Environmental Protection Agency commented as shown in EXHIBIT XXXVII: (188)

"... Since this project is not likely to precipitate a drastic increase in vehicle miles traveled in the area, we concur that the dualization of Maryland Routes 2 and 4 is likely to decrease pollution by increasing speed and uniformity of travel ..."

The U.S. Department of Agricultural in EXHIBIT XXXIII commented: (189)

"Although you relate to the intended use of 'latest erosion controls' in the design and specifications for the project, it is noted that the area of proposed improvements contains erodible soils, therefore, the upcoming environmental statement should pay close attention to this problem and provide for adequate control of sediment during construction."

Expanding the contents of paragraph (70) to which EXHIBIT XXXIII referred, the following information is presented.

Maryland Water Resources Administration (W.R.A.) reviews all drainage,

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both construction and final, on each highway proposal. W.R.A. Engineers (190)  
 specifically investigate the drainage's environmental impacts. Recommendations  
 and findings must be reconciled or implemented before the Department of  
 Natural Resources and W.R.A. will approve any construction plans for any  
 project. Plans for the subject project will have W.R.A.'s approval prior  
 to FHWA Division review.

In addition to construction plan reviews by W.R.A., they also have a  
 team of Investigators who field check every highway or bridge project in (191)  
 Maryland for erosion and water pollution activity created during construction.

Temporary berm ditches are dug, during construction to channel runoff  
 to sedimentation traps. Top soil is removed and salvaged. Any exposed (192)  
 earth that will not be worked for an extended period is seeded and mulched.  
 These are just major contract provisions; many other provisions and  
 specifications control erosion, air and water pollution.

A "flyer" which is inserted in to every construction proposal is shown  
 below since it indicates the extent that the State Highway Administration (193)  
 goes to in the amelioration of environmental pollution:

March 26, 1970

LAND, AIR AND WATER POLLUTION

The State Roads Commission has the responsibility to protect  
 Maryland's land, water and air from pollution which may result  
 from its activities.

The State Roads Commission Specifications for Materials, High-  
 ways, Bridges and incidental Structures dated March 1968 and  
 revisions thereto were written to provide procedures by  
 which the application thereof would reduce pollution caused by  
 construction. Your attention is directed to the sections of  
 the Specifications listed below but not limited thereto.

	<u>Page</u>	<u>Subject Matter</u>
Section 10.04-10	25	Final Cleanup
Section 10.06-7	35	Storage of Materials
Section 10.07-15	43 par. 8	Pollution of streams, lakes, reservoirs

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	<u>Page</u>	<u>Subject Matter</u>
Section 10.07-16	44	Burning
Section 20.28-2	139	Temporary Seeding - Materials
Section 31.01-2	145	Clearing & Grubbing
Section 31.02-3	149	Erosion Control - Berm ditches
Section 31.02-3	150 par. 5	Seeding Cuts
Section 31.05-3	160 par. 4	Shaping & Seeding Borrow Pits
Section 31.06-3	167 par. 8C	Temporary Seeding
Section 31.09-3	171	Hydraulic Fill
Section 31.10-3	173 3d par.	Dredging
Section 33.06-3	254 par. 11	Bituminous Concrete Plants
Section 36.02-3	468 par. 3,6,7	Placing Salvaged Topsoil
Section 36.03-3	469 par. 4,7,8	Furnishing topsoil and placement
Section 36.05-3	476 par. 1	Seeding
Article 36.12	489	Temporary Seeding

It shall be the responsibility of the Contractor to adhere to these Specifications in all instances involving any of his operations.

Special consideration should be given to sediment control measures during the months of May, June, July, August and September when the type of rainfall is most severe in causing erosion.

Enforcement of specifications controlling pollution on a project is not solely the responsibility of the Water Resources Administration. A State Highway Project Engineer and an Inspection staff is assigned to each highway construction project. The Engineer on a daily basis is responsible for enforcing conformance to the contract provisions and S.H.A. specifications. Not only is the latest pollution controls and standards written into the contracts but an experienced staff is prepared to insure compliance.

(194)

The State Clearinghouse, EXHIBIT XLIII-2, requested information regarding the criteria used to justify controlled or uncontrolled access and how that criteria relates to community plans and objectives.

(195)

Paragraphs (156) to (164) compares the controlled access concept (the east or the west alternate) to the proposed dualization (uncontrolled access). The comparison does not stress, however, that controlled access

(196)

highways are unquestionably safer and more efficient than uncontrolled access facilities. When a highway is built on a new location the type of access very often presents no difference in right of way or construction costs; therefore the type of access selected for a new road is premised on factors other than costs. An example of a consideration other than cost is discussed in paragraph (163).

Paragraphs (152) to (155) further show reasons for dualizing the existing Md. 2 & 4 as contrasted to relocating the entire facility. Not compared is the dualization concept on a controlled versus uncontrolled design. (197)

If the proposed project was engineered into a controlled access concept, then the necessary service roads which would be required to provide egress for existing residences and business would require additional right of way and construction. But one of several adverse impacts that would result from this concept is the substantially increased costs for right of way and construction. (198)

Homes which are oriented to the existing highway would be required to have their driveways relocated through their back yard to the service road. Some homes with a garage or barn may have additional problems. Business property in some locations would be severed in a manner which would force the business to relocate or close entirely. Other roadside businesses would suffer from reduced patronage because of the traveling public's reluctance to depart from a main artery in search of gas, ice, food, auto service et cetera. (199)

Dominant land uses in Calvert County today are agricultural and forest; other land uses comprise only 2.5% of the total land area. Of the 3,400 acres devoted to other land uses 2,660 acres is residential, 170 acres is (200)

64

commercial, 100 acres is industrial and 470 acres is devoted to public or semi-public use.

Calvert County because of its rural, agricultural economy, its high ratio of non-working adults and its high fertility ratio (births per adult) (201) has revenue limitations requiring the County to operate on an austere budget. Any industrial or commercial development which can be promoted without changing the rural and recreational character of the County is welcome. This is the only opportunity the County has of increasing local revenues and reducing unemployment.

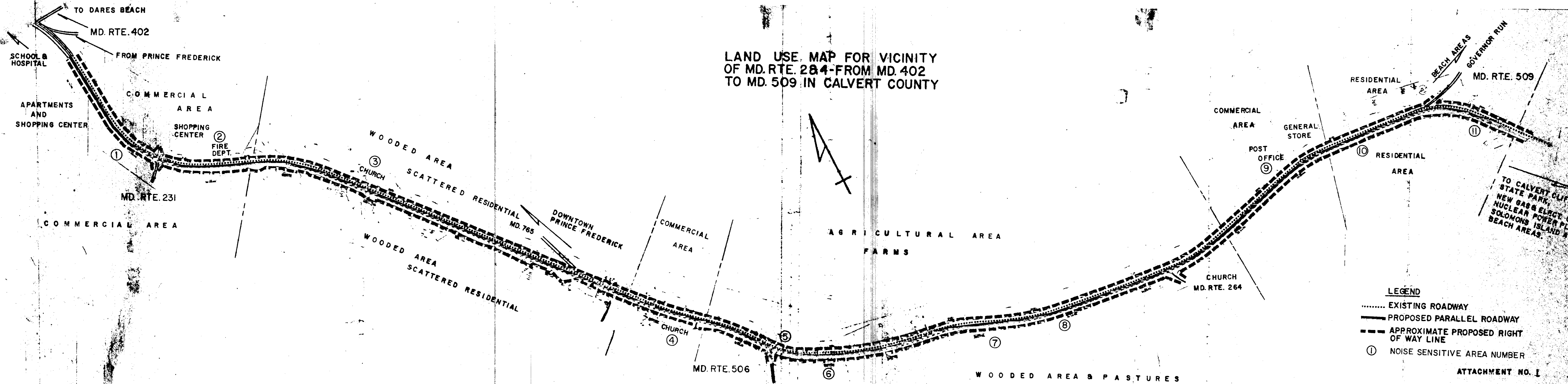
Strip commercial development has been proceeding along the Md. 2 & 4 roadside within the proposed project. If the dualization is to be constructed using a controlled access design, then expansion of this needed economic asset will not only be arrested but may be entirely curtailed. (202)

The proposed uncontrolled access design will offer safe and convenient transportation for the traveling public because of its design features. (203) The design contains left-turn storage lanes at median openings, acceleration and deceleration lanes and an additional lane for safely completing U-turns in the openings of the 16 foot median section.

The relocated controlled access concept has a slightly lower accident rate but the price of this benefit will be paid in substantially higher highway right of way and construction costs, in expanded adverse environmental impacts and in an unmeasurable amount of local economic setbacks such as increased unemployment and bankrupt businesses. (204)

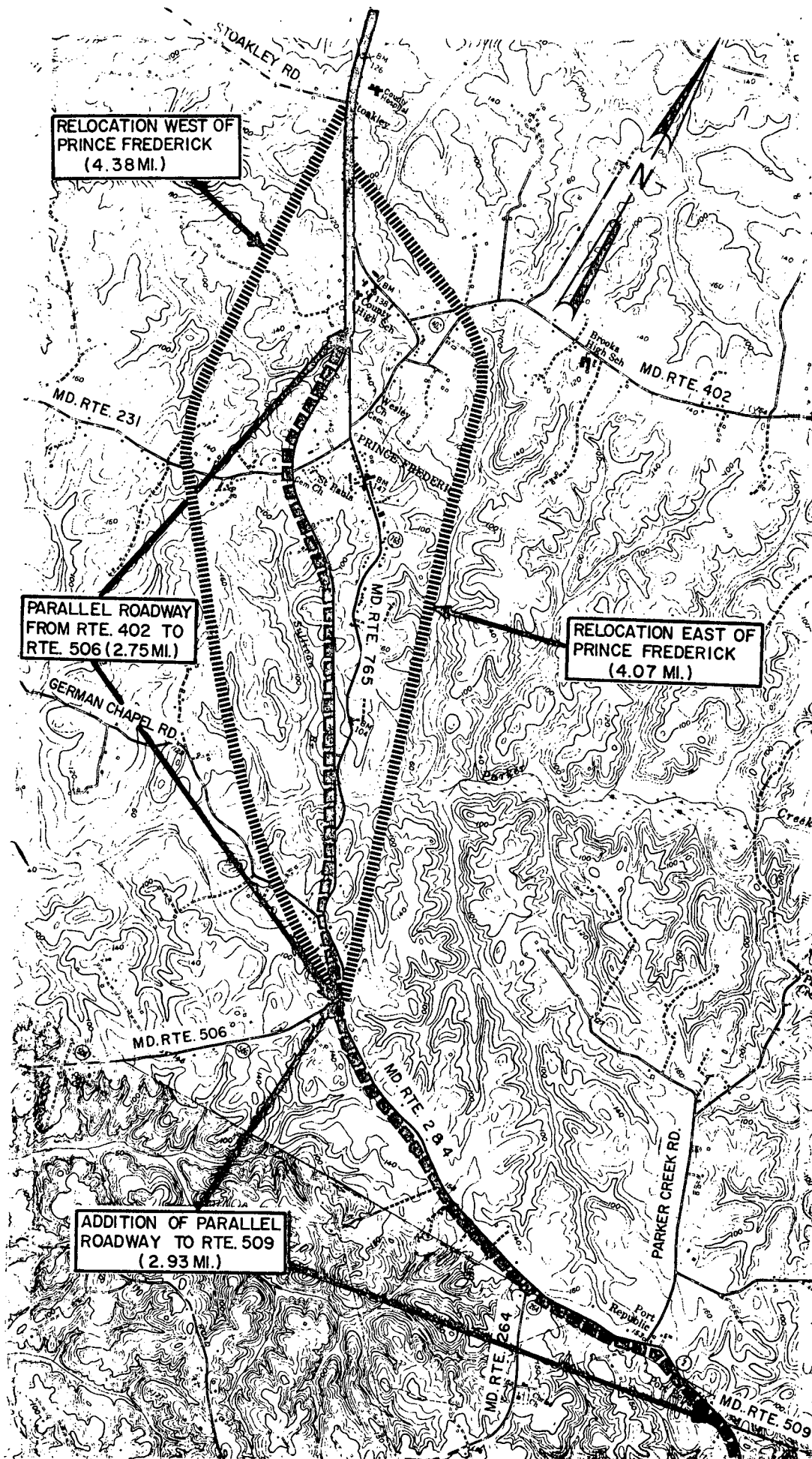


# LAND USE MAP FOR VICINITY OF MD. RTE. 284-FROM MD. 402 TO MD. 509 IN CALVERT COUNTY

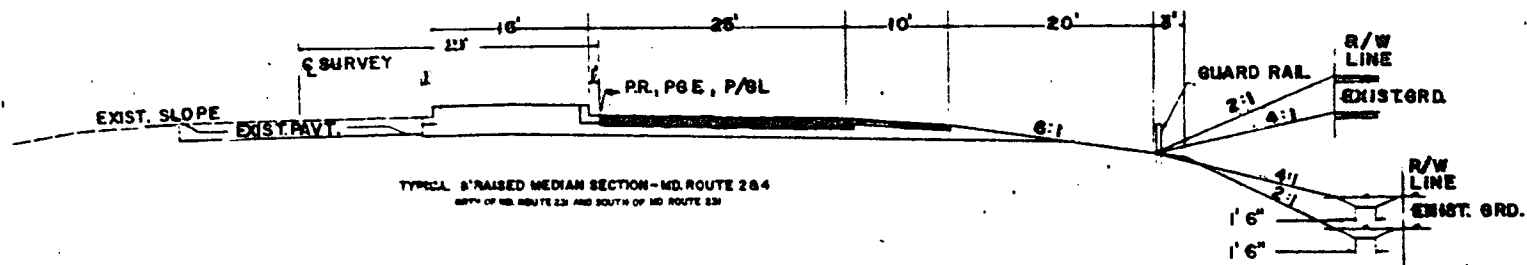
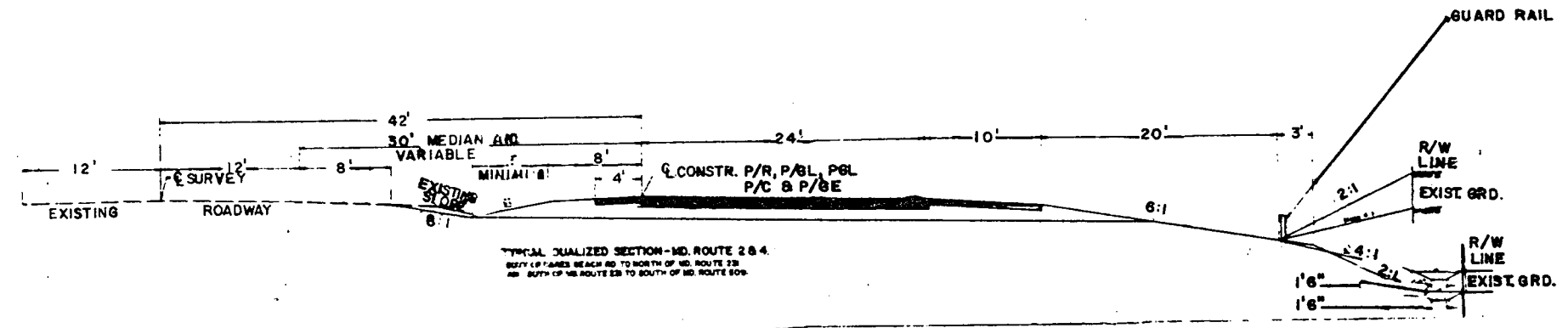


- LEGEND**
- ..... EXISTING ROADWAY
  - PROPOSED PARALLEL ROADWAY
  - - - - - APPROXIMATE PROPOSED RIGHT OF WAY LINE
  - ① NOISE SENSITIVE AREA NUMBER

64



ATTACHMENT NO. 2



# TYPICAL SECTIONS OF IMPROVEMENT

## MARYLAND ROUTE 2 & 4

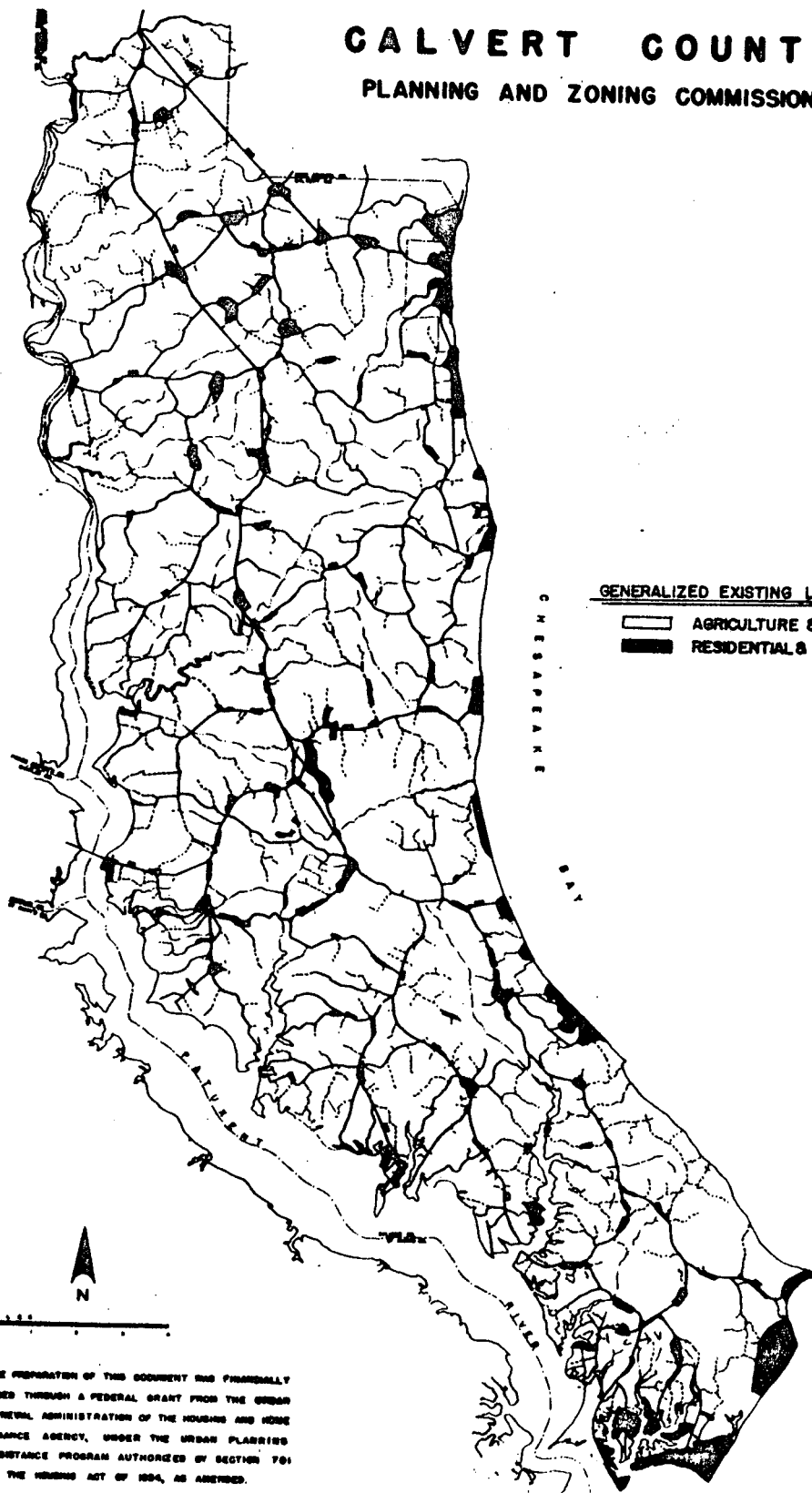
### FROM MARYLAND ROUTE 402

### TO MARYLAND ROUTE 509

67

68

# GALVERT COUNTY PLANNING AND ZONING COMMISSION



### GENERALIZED EXISTING LAND USE MAP

- AGRICULTURE & OPEN SPACE
- RESIDENTIAL & COMMERCIAL

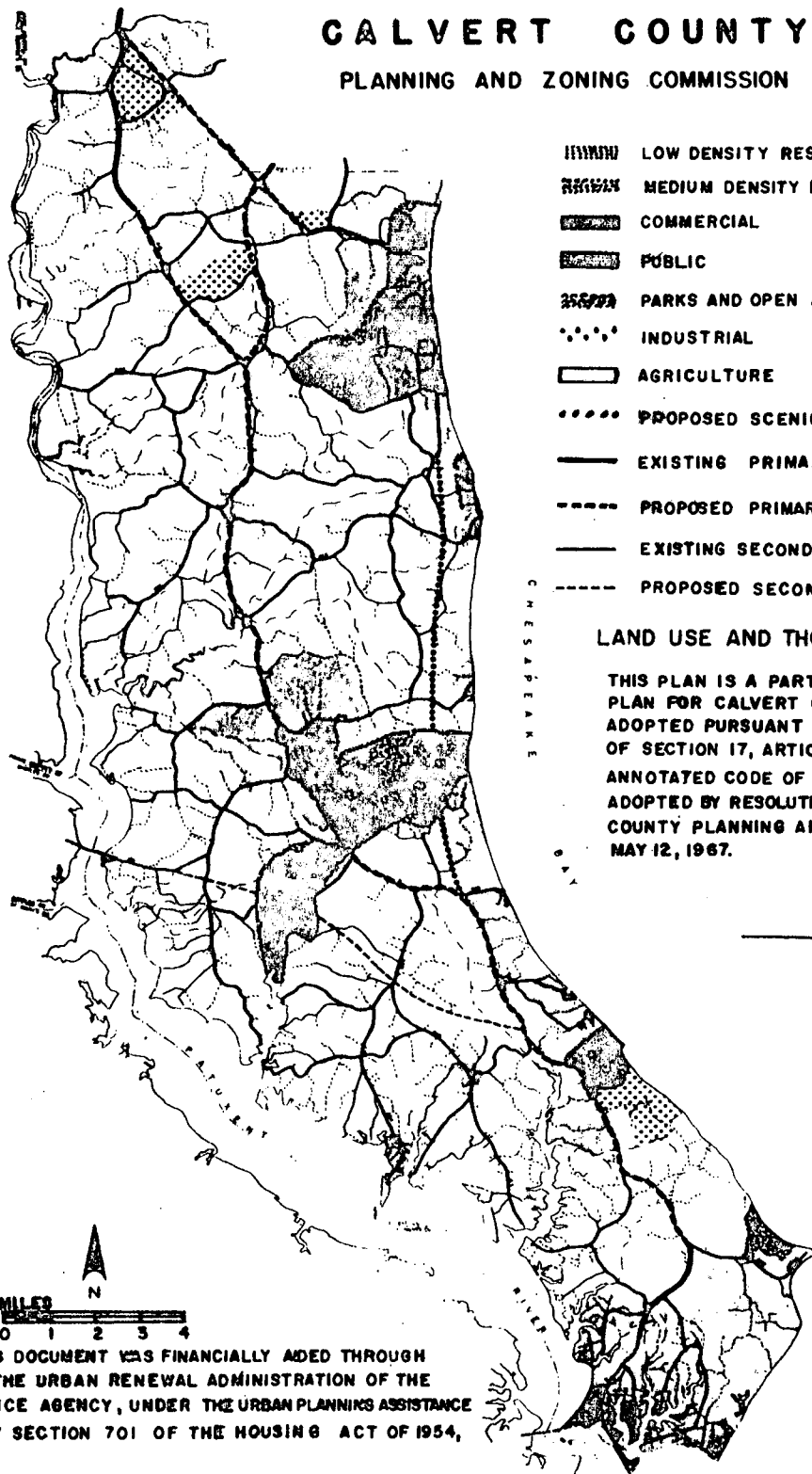
THE PREPARATION OF THIS DOCUMENT WAS FINANCIALLY  
 AIDED THROUGH A FEDERAL GRANT FROM THE URBAN  
 RENEWAL ADMINISTRATION OF THE HOUSING AND URBAN  
 DEVELOPMENT FINANCE AGENCY, UNDER THE URBAN PLANNING  
 ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701  
 OF THE HOUSING ACT OF 1954, AS AMENDED.

MARYLAND STATE PLANNING DEPARTMENT

69

# CALVERT COUNTY

## PLANNING AND ZONING COMMISSION

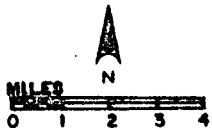


- ||||| LOW DENSITY RESIDENTIAL
- ||||| MEDIUM DENSITY RESIDENTIAL
- ||||| COMMERCIAL
- ||||| PUBLIC
- ||||| PARKS AND OPEN AREAS
- ..... INDUSTRIAL
- AGRICULTURE
- ..... PROPOSED SCENIC HIGHWAY
- EXISTING PRIMARY HIGHWAY
- - - - PROPOSED PRIMARY HIGHWAY
- EXISTING SECONDARY HIGHWAY
- - - - PROPOSED SECONDARY HIGHWAY

### LAND USE AND THOROUGHFARE PLAN

THIS PLAN IS A PART OF THE MASTER PLAN FOR CALVERT COUNTY, MARYLAND ADOPTED PURSUANT TO THE PROVISIONS OF SECTION 17, ARTICLE 66 B OF THE ANNOTATED CODE OF MARYLAND (1967) ADOPTED BY RESOLUTION OF THE CALVERT COUNTY PLANNING AND ZONING COMMISSION MAY 12, 1967.

RICHARD H. IRELAND JR.  
CHAIRMAN



THE PREPARATION OF THIS DOCUMENT WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

MARYLAND STATE PLANNING DEPARTMENT



70

COMMISSION MEMBERS

DAVID H. FISHER  
 CHAIRMAN OF COMMISSION  
 AND DIRECTOR OF HIGHWAYS

S. WALTER BOGLEY, JR.  
 HARLEY P. DRINGSFIELD  
 WALTER BUCHER  
 LESLIE H. EVANS  
 ARTHUR B. PRICE, JR.  
 FRANK THORP  
 WILLIAM L. WILSON

STATE OF MARYLAND  
**STATE ROADS COMMISSION**  
 300 WEST PRESTON STREET  
 BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21202)

WALTER E. WOODFORD, JR.  
 CHIEF ENGINEER  
 DEPUTY CHIEF ENGINEERS

PLANNING & SAFETY  
 HUGH G. DOWNS  
 ENGINEERING DEVELOPMENT  
 LESLIE E. MCCALL  
 OPERATIONS

May 11, 1971

RE: Contract No. C-243-18-571  
C-243-27-571  
 Md. Rtes. 2 & 4, south of  
 Md. Rte. 402 to south of  
 Md. Rte. 509.

Multiple-addressed  
 (See attached list)

Dear Sir:

This office will in the near future begin the preparation of completing the plans for the subject project.

The project will be the construction of the second roadway west of the existing roadway with, generally, a 30-foot median with the exception through the commercially developed area in the vicinity of Md. Rte. 231 where the median will be transitioned from the 30-foot width to a 16-foot raised median including curb and gutter in the median area only.

This project is described in the State Improvement Program, Fiscal Years 1972 to 1976.

This project will be a State-Federal Aid participated facility requiring the necessary combined Corridor-Design Public Hearing as outlined under Policy and Procedure Memorandum 20-8 of the Federal Highway Administration. In view of this, we are soliciting your comments concerning the economic and environmental aspects of the proposed project.

In order to prepare for and assemble pertinent material and information for our Public Hearing concerning this project, we have established June 11, 1971 as a cut off date for any response you care to make. If we have not received any comments by this time, it will be assumed your agency has no direct concern and no comments will be forthcoming.

May 11, 1971

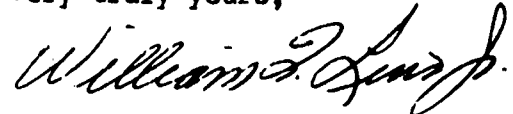
71

Please be advised that the Department of State Planning is requesting copies of any resulting correspondence to be forwarded to them.

Attached are a layout sketch and typical sections of improvement for your information.

Your interest in this project is appreciated. If additional information is desired, please advise this bureau.

Very truly yours,



William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/ljl  
Attachment

- cc: Mr. David H. Fisher
- Mr. Frank Thorp
- Mr. Walter E. Woodford, Jr.
- Mr. Hugh G. Downs
- Mr. E. Donald Reilly
- Mr. Albert L. Grubb
- Mr. Allen W. Tate
- Mr. Thomas Keane

## NOISE LEVELS AND PROJECTIONS

Noise Sensitive Area Number	Land Use	Present Ambient	Design Year (1992)		Design Standard in dBA
		L <sub>50</sub> in dBA	L <sub>50</sub> (dBA)	L <sub>10</sub> (dBA)	
1	Commercial	69	63.2	67	75
2	Fire Station	68	68.1	71	75
3	Religious	58	62.7	65	70
4	Religious	60	63.8	67	70
5	Residential	63 <b>69</b>	69.2	73 ✓	70
6	Residential	59 <b>65</b>	68.5	72 ✓	70
7	Residential	63 <b>69</b>	71.2	75 ✓	70
8	Residential	62 <b>68</b>	67.3	71 ✓	70
9	Residential	63 <b>69</b>	67.0	70 ✓	70
10	Residential	55	66.0	69	70
11	Residential	63 <b>69</b>	67.1	70 ✓	70



Prince Frederick  
Calvert Co., Md

73

Mr. Thomas Hicks,  
Acting Deputy for Planning & Safety,  
Baltimore, Md.

Dear Sir:

I am writing relative to meeting to be held in Prince Frederick on April 20th. It seems to me that you are really out to get me. My business in Prince Frederick is on the corner of Route 2-4 and 231 and it really will be sadly affected. When I built this place of business 1964 (moving from center of Prince Frederick) I felt I was far enough from the road that <sup>there</sup> would be no interference. This would destroy any work of a lifetime.

Then you come down to Port Republic and take our front lawn, flower garden and vegetable garden and so close to the house, so that if anyone ran off the road, they would knock down our chimney which is at least 175 years old.

EXHIBIT I-1

74

We have lived <sup>here</sup> here all our married life of 49 years. It was deeded to my grand-father in 1856 and has been in my family since that date. Five generations have lived here since that date. Some of the trees and shrubbery are that old.

It seems like tearing out our heart to see these old trees and shrubbery destroyed. We do not feel an old landmark like this should be destroyed.

I am enclosing an article which was published in local paper, so you can see the public is incensed over this property being disturbed.

I have a letter in hand from Mr. Fisher in which he said only the existing right of way would be disturbed.

In a meeting in Oct. 71, we were told by Mr. Miller (I think that was his name) that if they disturbed the setting of this old home, they probably could not get Federal money, as they were told to preserve old homes and places.

If you would go a few feet to the west, many problems would be solved - three residences are involved - at a much less

(B)  
cost than you will have to pay for  
damages and right of way.

We had a meeting with Mr.  
Fisher and Mr. Downs and they can  
probably give you some information.

Thanks for any consideration.

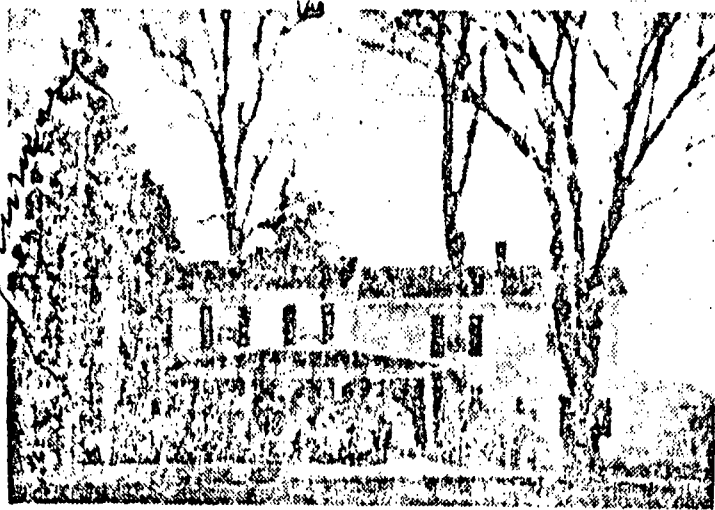
Yours truly,  
W. Dorsey Gray

# To Save The Old

By Betty Briscoe

January 15, 1970, this paper carried an article, in this same column entitled, "Save The Old". It told a little history of what some native folks call "Old Port Republic House." This house has stood for generations and has been a landmark, so to speak, for many to identify Port Republic. Records show its a part of Sharp's Outlet a grant to Dr. Sharp on the lower cliffs, who was a puritan, later a Quaker who came to Calvert with Richard Preston in 1650.

Its location is superb, as it commands the country side. There has been great concern over the new dual highway going through the center sec-



tion of the house.

The east wing of this old house is supposed to be log and I understand housed the U. S. Post Office for the area for years. Many a traveler stopped here and refreshed his

honor at the old well, in the yard, in the early days on their way to the Bay and Solomons Island.

To have an old place like this taken from us, this day and time leaves a big void in the past. I know we can't live on the past alone, but it is very pleasant to look at early architecture, its simplicity and fineness in construction and be brought back once in a while.

Too much modern without a blend of the old would be very monotonous.

This week your columnist received a beautifully written letter which to me makes one stop and think. A few words written sincerely and from one of the younger generation has placed a value on an old setting and its unit.

After sending a copy of the January 15 Issue of the Calvert Independent, I called and talk-

ed to the gentleman, I have never met, but hope to in the near future.

I asked his permission to bring to you this letter and I wish to thank the donor for his courtesy.

February 25, 1970

Dear Mrs. Briscoe,

As a fan of your column and of natural and historical attractions in this county, I would appreciate a copy of the column concerning the proposed demolition of that imposing place across from the Port Republic post office. I missed that particular column, but a friend brought it to my attention. It is hard to believe that present society places such a low value on these irreplaceable sites, with their great trees, also irreplaceable on the scale of human life. I drive by it every day, and every day it brightens the journey. If a thousand people react similarly, that's 395,000 brightening a year. How many dollars are those worth? According to conventional arguments of "practical feasibility,

they are worth exactly nothing...

Could you suggest anything a single person or a small group could do to get the highway rerouted?

Sincerely yours,  
Peter R. Vogt  
Port Republic, Md.  
20676

I can suggest that if we love Calvert and its landmarks, that have helped build its background or history, we should do all we can to preserve it for posterity.

Many letters I understand have been written to the State Roads Commission - the more the better. Write and express your feeling on the subject. To "Save the House" is the issue, so far, many more years to come, it may mark the site of Old Port Republic.



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS - P. O. BOX 712, BALTIMORE, MD. 21201)

77

## COMMISSION MEMBERS

DAVID H. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND CHAIRMAN OF COMMISSION  
  
THOMAS G. BARTON  
WALTER BUCKLEY, JR.  
HADLEY P. BRINSFELD  
WALTER BUCHER  
LESLIE H. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP

March 29, 1972

Mr. Dorsey Gray C-243-18-571  
c/o Dorsey Gray, Inc. C-243-27-571  
Prince Frederick, Maryland 20678

Dear Mr. Gray:

This will acknowledge receipt of your letter, addressed to Mr. Thomas Hicks, regarding the public hearing to be held on April 10, 1972, regarding the proposed improvements to Maryland Route 2 and 4 between Dares Beach and Broome Island Roads.

Your correspondence with the enclosed newspaper article will be included with the official transcript of the public hearing. Copies are also being directed to the Highway Administration's Development Division in order that they will have the benefit of your comments in the further preparation of this project.

We are appreciative of your concern and expression of interest, which will be considered along with other correspondence and comments received in connection with this improvement.

Very truly yours,

Norman B. Frieso, Chief  
Bureau of Program Scheduling  
and Control

NBF:eer

cc: Mr. Thomas Hicks  
Mr. Hugh G. Downs  
Mr. Allen W. Tate  
Mr. William F. Lins, Jr.  
Mr. Roland M. Thompson

EXHIBIT II

**ESTABROOK & RODGERS**  
Electric Company  
PORT REPUBLIC, MARYLAND 20676

78

March 30, 1972

Mr. Thomas Hicks  
Acting Deputy Chief Engineer for Planning and Safety  
Room 209  
300 West Preston Street  
Baltimore, Maryland 21201

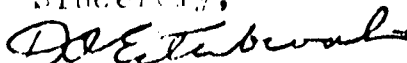
Dear Mr. Hicks:

Please schedule me for an opportunity to speak at your formal public hearing in reference to the dualization of Route 2 & 4 to be held on Monday, April 10, 1972 at the Calvert County Court House, Prince Frederick, Maryland.

I am a property owner who will be affected by this proposed construction at Port Republic.

Thank you for your attention to this matter.

Sincerely,



David A. Estabrook

Port Republic

Maryland 20676

Phone: 586-0283

EXHIBIT III



# CALVERT COUNTY VOLUNTEER FIRE & RESCUE ASSOCIATION

79

PRINCE FREDERICK, MARYLAND  
20678

3 April 1972



Mr. Thomas Hicks  
Acting Deputy Chief Engineer  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Hicks:

I would like to speak on behalf of this Association at the public hearing in the Court House at Prince Frederick, Maryland, on April 10 at 7:30 p. m.

My home address is Drum Point, Lusby, Maryland 20657. My phone number is 326-3547.

Sincerely,

*Marvin W. Riddle*  
MARVIN W. RIDDLE  
President

EXHIBIT IV



80

**DALLAS S. WARD**  
*Attorney at Law*  
**PRINCE FREDERICK, MARYLAND 20678**  
838-0707

April 3, 1972

Mr. Thomas Hicks  
Acting Deputy Chief Engineer for  
Planning and Safety  
Room 209, 300 West Preston Street  
Baltimore, Maryland 21209

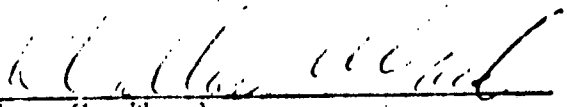
Dear Mr. Hicks:

Please be advised that this office represents Mrs. Genevieve M. Fowler, Prince Frederick, Maryland, with reference to the proposed taking from her property situate on the west side of Maryland Route No. 4 at Prince Frederick, Maryland, and I would deeply appreciate the opportunity to be heard on her behalf at the hearing scheduled for April 10, 1972, at 7:30 P.M. at the Calvert County Court House.

The proposed taking is a matter of grave concern to Mrs. Fowler since it is likely to materially affect three businesses which are now housed on her property on this parcel.

Awaiting any further advices in the matter, I am,

Very truly yours,

  
\_\_\_\_\_  
Dallas S. Ward

DSW:sam

cc - Mrs. Genevieve M. Fowler  
Prince Frederick, Maryland 20678

EXHIBIT V



OAKLAND HALL  
PRINCE FREDERICK, MARYLAND 20678

81

535-0500

April 4, 1972

Mr. Thomas Hicks  
Acting Deputy Chief Engineer for  
Planning and Safety  
Room 209  
300 West Preston Street  
Baltimore, Maryland 21201

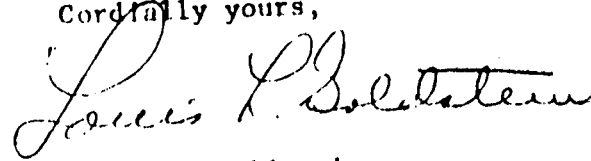
Dear Mr. Hicks:

I am writing you with reference to the advertisement which appeared in the weekly newspapers in Calvert County with reference to a hearing which will be held on Monday evening, April 10, 1972 in the County Commissioners Hearing Room, Court House, Prince Frederick, Maryland at 7:30 P.M.

I wish to take this opportunity to notify you that I will be present and will be prepared to make a statement with reference to the construction of Routes 2 and 4 south of Prince Frederick, a highway which should have been built a long time ago. I will be speaking as a property owner and not as a public official.

Thanking you for your cooperation, I remain,

Cordially yours,



Louis L. Goldstein

LLG:blw

EXHIBIT VI

82

OAKLAND HALL  
PRINCE FREDERICK, MARYLAND 20670  
535-0500

April 4, 1972

Mr. William C. Krieger, Chief  
Right of Way - District 5  
State Roads Commission of Maryland  
2200 Somervell Road  
Parole, Maryland 21401

Dear Mr. Krieger:

Pursuant to the discussion which took place at the public meeting held in the County Commissioners Hearing Room, Court House, Prince Frederick, on Monday evening, March 27th, with reference to dualization of Routes 2 and 4 south of Prince Frederick, and as per our discussion, I am writing you and requesting that between Stations #558 and 563 as per the right of way map, consideration be given to taking a slope easement in lieu of the fee.

I would like to make an appointment with you and other members of the State Roads Commission, so there will be a complete understanding what will be done on my property in this area.

Thanking you for your cooperation and awaiting your advices, I remain,

Cordially yours,

  
Louis L. Goldstein

LLG:blw

EXHIBIT VII

Mrs. John A. Prouty  
Star Route Box 50, Huntingtown, Maryland 20639

April 6, 1972

Mr. Thomas Hicks  
500 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Hicks:

I hope you will be able to answer my question at the Public Hearing re dualization of Rts. 204 through Prince Fredorick on April 10, 1972. It is this:

Why cannot the new lane be laid on the east side of the existing lane from the Dares Beach Road south to Rt. 231, and from there southward to Germaná Chapel Road split the difference between the two sides of the road as to the State Road "take"? Or if this is too great a distance, then at least as far south as the Fire House? It seems that this would minimize the damages to the numerous business establishments on the west side of the road.

I expect to attend the Hearing and hope you will answer this.

Sincerely,  
*Margaret G. Prouty*  
Margaret G. Prouty  
(Mrs. John A.)

84

April 12, 1972

Mrs. John A. Prouty  
P.O. Route Box 90  
Huntingtown, Maryland 20639

Dear Mrs. Prouty:

This will acknowledge your correspondence dated April 6, 1972, addressed to Mr. Thomas Hicks, regarding the State Highway Administration's proposed improvement to Maryland Route 2 and 4 from South of Dares Beach Road to South of Maryland Route 264.

Your correspondence is being included in the official transcript of the public hearing held on April 10, 1972. Copies are also being directed to our Development Division for their use in the further development of the project.

We are appreciative of your interest in this project and thank you for your comments.

Very truly yours,

Norman B. Frieso, Chief  
Bureau of Program Scheduling  
and Control

/cc

cc: Mr. Thomas Hicks  
Mr. Harry G. Downs  
Mr. Allen W. Tuto

EXHIBIT IX



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS - P. O. BOX 717, BALTIMORE, MD. 21201)

April 12, 1972

## COMMISSION MEMBERS

85  
DAVID H. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND CHAIRMAN OF COMMISSION  
S. WALTER DOOLEY, JR.  
HARLEY P. BRINSFIELD  
WALTER BUCHER  
LESLIE H. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP  
WILLIAM L. WILSON

PLEASE REPLY TO  
OFFICE OF DISTRICT ENGINEER  
P.O. BOX 100  
PRINCE FREDERICK, MARYLAND

Mr. David H. Fisher  
State Highway Administrator

Re: Contract C 243-27-571  
Maryland Route 2-4  
From .1 Mile South of Md. Rte. 506  
to .36 Mile South of Md. Rte. 509

Dear Mr. Fisher:

On August 20, 1969 I wrote to Mr. Philip R. Miller proposing crossovers on the subject contract. On March 27, 1972 an Informational Hearing was held for Maryland Route 2-4 from Maryland 402 to Maryland 509. This hearing included the subject contract.

During this hearing Mr. Thomas L. Hance who is an excavating contractor and resides along Maryland 2-4 requested the relocation of a crossover. I had suggested to Mr. Miller that a crossover be located at Station 614+75 in order to serve two private dwellings. However, Mr. Hance's place of business is located at approximately 618+50. In conducting his business he uses ten-wheel dump trucks and a tractor trailer to haul his equipment. He pointed out that the next crossover from 614+75 is at 631+60, a distance of approximately 1600 feet which would create a severe hardship due to turning movements by his heavy equipment.

I informed Mr. Hance that the crossovers were set in accordance with the 1500 feet minimum distance criteria. After this discussion I can readily see that a crossover should be placed at approximately Station 618+ in order to prevent traffic hazards caused by the extreme wide turning radius of his equipment. I realize that this will upset the criteria but in my opinion the criteria should be waived in this instance.

I discussed the relocation of this crossover with Mr. Lins at the Informational Hearing and he advised me to write to you. I would appreciate it if you would review this and let me have your comments.

Very truly yours,

*A. W. Tate*  
A. W. Tate  
Highway District Engineer

AWT:lh

cc: Mr. Hugh Downs  
Mr. William Lins  
Mr. Philip Miller  
Mr. W. E. Woodford

EXHIBIT X

# The Calvert County Board of Trade

86

SOLOMONS. MARYLAND



April 13, 1972

Mr. Thomas Hicks  
300 West Proston Street  
Baltimore, Maryland 21201

Dear Mr. Hicks:

Last night I attended the public hearing on the widening of Route 2 and 4 in Calvert County. I wish to complement you on the courteous presentation that was made and the detailed and well organized program that the State Officials conducted.

As was brought out at the meeting, most thinking people in this area believe that:

1. The widening of Route 4 as now proposed from the northern end of Route 765 to the southern end of Route 765 is inadequate even at this time, is very costly because of the valuable commercial property that must be acquired and will work an irreparable hardship on many existing businesses.
2. That it is much more desirable that Route 2 and 4 be widened from the southern intersection of 765 on south than to spend the money north of that point when in the very immediate future a no-access by-pass of the Prince Frederick area will be imperative.

We believe the above points because of the following:

1. Seasonal traffic into the southern end of the County is more than double the average traffic flow on a yearly basis.
2. The BG&E Atomic Energy Plant will be activated in the spring of 1973. Over 100,000 out of area visitors each year are conservatively anticipated at this facility.

EXHIBIT XI-1

# The Calvert County Board of Trade

87

SOLOMONS, MARYLAND



April 13, 1972  
Page 2

3. The records of the Calvert County office of Inspection and Permits clearly indicate that the 1st District of the County (Southern 1/3 of the County) has by far the greatest growth.
4. That with the completion of the Lower Patuxent Bridge the increase in traffic, especially in the southern end, will be astronomical and could be catastrophic unless adequate provisions are made in advance.
5. Solomons harbor at the extreme Southern tip of the County has well over a thousand boats, most of them out of area owned, docked at the various marinas.
6. The land records of the County show that 10,000 residential lots in the 1st District are owned or are being purchased at this time primarily by out of area families.

Thank you for your consideration.

  
Ronald M. Jetmore  
Calvert County Board of Trade

EXHIBIT XI-2

88

**J. WILMER JOHNSON**  
ATTORNEY-AT-LAW  
PRINCE FREDERICK, MARYLAND 20678  
—  
AREA CODE 301  
TELEPHONE 838-1160

April 13, 1972

Mr. Thomas Hicks  
Maryland State Roads Commission  
301 West Preston Street  
Baltimore, Maryland

Dear Mr. Hicks:

I sat in on the hearing relative to the extension of Route 2 and 4 from Dares Beach Road South to Broomes Island Road. I also listened to the presentation of the State which was slanted in favor of funneling all traffic through the congested area known as the shopping center as opposed to a dual-lane non-access by-pass.

The plans shown indicated that a by-pass to the East would take off at the Calvert County Hospital and come back into Route 2 and 4 South of the terminus of Route 765. The figures given were to the effect that it would cost more than a million dollars additional to construct this by-pass. Yet, on the other hand, had the proposed by-pass to the East taken off at Dares Beach Road and re-entered Route 2 and 4 at or near the terminus of Route 765, the length of same would have been almost halved and it could be so laid out that no buildings would be taken.

There seems to be a terrific amount of pressure from some source to funnel all traffic through the Prince Frederick Shopping Center area.

It was also my understanding that the road through this area would be capable of maintaining sixty mile per hour traffic yet we know this would be impossible since the congestion would limit the traffic to not more than thirty miles per hour.

I feel certain if you have your engineering department rework this proposal on the basis of not improving the road from the end of the present construction South to Route 765 then dual from that point on with the suggested by-pass that the cost will be no greater than that proposed at the present time.

EXHIBIT XII-1



89

Letter to Mr. Thomas Hicks

April 13th, 1972

In so doing we will eliminate this area of congestion for thru traffic and make shopping more comfortable for everyone and will not in any way curtail the amount of business they are now doing, but would rather increase it.

The present proposal would greatly damage three rather expensive business properties as well as Dr. Naldjieff's dental office which represents considerable investment. He, at the direction of the State Roads Commission, spent \$4000.00 on entrances. All of this is proposed to be taken up and half of his frontage taken for no good reason that I am able to see.

It is hoped that the Commission will reconsider this matter and especially in the light of a non-access by-pass so that we will not be facing this same situation again in a few years, with an ultimate savings to the tax-payers of Maryland.

Thanking you for your consideration, I am,

Yours very truly,

  
(J. Wilmer Johnson.)

JWJ/eev

Box 337  
Prince Frederick, Maryland  
April 16, 1972

State Road Commission  
300 West Preston Street  
Baltimore, Maryland 21200

ATTN: Mr. Thomas Hicks

Dear Sir:

This is in reference to the public meeting held in the County Commissioner's Hearing Room on April 10, 1972, concerning extensions of Routes 2 and 4 which are proposed for dualization. I, Paul E. Bowen, Box 337, Prince Frederick, Maryland, 20678, am one of the forty-one property owners involved inasmuch as my shop building and parking area are located in the area needed for dualization according to the plans presented by the State Roads Commission.

I have been conducting business in this area now for about 19 years. I would like to call to your attention that I feel I am not receiving equal consideration as to the probability of having to relocate my business and giving up my present ground location because of the unreasonable lapse of time in making decisions by your Commission's department heads. I specifically list some of the reasons:

1. You have passed me up and bought rightaway property about one-half mile south of mine which favored and allowed the party involved to relocate in a choice location which discriminated against the taxpaying property owners in the area now under discussion.
2. Due to the uncertainty of this project and the land involved I have been denied a building permit to enlarge my shop by the local departments in charge of issuing permits. This has restricted my income and livelihood and denied me the inherent right of a businessman to expand his business and seek more profits.
3. I have been denied a normal right to income and returns from my property investment because of your proposed plans to use the same property for rightaway for the proposed highway.
4. Compared to two years ago when I was first notified by members of the State Roads Commission of their plans to use my property, all costs now are much higher and I will be forced to pay inflated prices for land, materials, labor, etc., if I have to relocate.

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5. In addition to the foregoing, assessments for tax purposes are now much higher than they were two years ago. The difference in tax assessments two years ago as compared to today's assessments will undoubtedly be considerable and this will cause a hardship for years to come, particularly when I reach retirement age.

6. Thus, the two-year delay in announcing a decision and preventing me from a normal expansion of business has meant a considerable financial setback to me. The mental strain of the uncertainty is also affecting my health which is very important to me and should be worthy of consideration by the State Roads Commission.

I would appreciate an early appointment to discuss this grievance in full detail with the department official who has the responsibility for resolving problems such as mine and for making decisions in these matters.

Sincerely,



Paul E. Bowen

PB

92

Box 1  
Port Republic, Maryland 20676  
April 17, 1972

Mr. Thomas Hicks  
Acting Deputy Chief Engineer for  
Planning and Safety  
Room 209  
300 West Preston Street  
Baltimore, Maryland 21201

Re: Routes 2 & 4  
Calvert County, Maryland

Dear Mr. Hicks:

With reference to the hearing held on the above captioned roadway April 10, 1972 in the Court House at Prince Frederick, I wish to make the following statement:

Although the construction of this portion of the highway does not touch our property, it does have an immediate effect on the same, since we are located in the immediate area just south of where this construction ends.

It is our request that every consideration be given to the construction of the highway just north of Route 264 (Broomes Island Road) and continuing south on Routes 2 and 4 be on the north side of the present roadway as you stated to us in your letter of May 7, 1970. This would eliminate the taking of our business property as well as our home. The area opposite our property is just an open field and this would therefore save considerable expense.

Awaiting your advices in this matter, I remain,

Very truly yours,

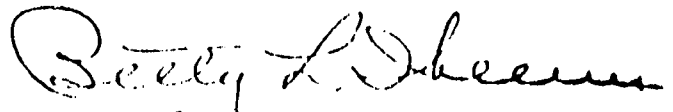
  
Betty L. Weems  
(Mrs. Robert D. Weems)

EXHIBIT XIV

93

April 24, 1972

Mr. J. Wilmer Johnson  
Attorney-at-Law  
Prince Frederick, Maryland 20678

Dear Mr. Johnson:

This will acknowledge your letter of April 13, 1972, addressed to Mr. Thomas Hicks, regarding the public hearing held on April 10, 1972, relative to the proposed improvement of Maryland Route 2 and 4.

Copies of your correspondence have been forwarded to the Development Division for their consideration in the further preparation of the project. Copies are also being included with the official transcript of the public hearing.

We are appreciative of your interest in this improvement and the time you have taken to express your views.

Very truly yours,

Northam B. Friesa, Chief  
Bureau of Program Scheduling  
and Control

NIF:eer

cc: Mr. Thomas Hicks  
Mr. Hugh G. Donna  
Mr. Allen W. Tate

EXHIBIT XV

94

April 24, 1972

Mrs. Robert D. Weems  
Box 1  
Port Republic, Maryland 20676

Dear Mrs. Weems:

This will acknowledge your letter of April 17, 1972, addressed to Mr. Thomas Hicks, regarding the public hearing held on April 10, 1972, relative to the proposed improvement of Maryland Route 2 and 4.

We are appreciative of your concern and have directed copies of your correspondence to the Development Division for consideration in the further preparation of this project. Copies are also being included in the official transcript of the hearing which will be directed to the Federal Highway Administration.

Very truly yours,

Northam B. Frieze, Chief  
Bureau of Program Scheduling  
and Control

NBF:oor

cc: Mr. Thomas Hicks  
Mr. Hugh G. Downs  
Mr. Allen W. Tate

EXHIBIT XVI

95

April 25, 1972

Mr. Paul E. Bowen  
Box 337  
Prince Frederick, Maryland 20678

Dear Mr. Bowen:

This is in response to your letter of April 16, 1972, addressed to Mr. Thomas Hicks, regarding the public hearing held on April 10, 1972, concerning the proposed improvement of Maryland Route 2 and 4.

We are appreciative of your concern and have forwarded copies of your correspondence to our Development and Right of Way Divisions for their consideration in the further preparation of this project and in the acquisition of rights of way. We have also requested the Development Division to arrange for a representative to meet with you as soon as they have had the opportunity to review your comments.

Very truly yours,

Northern B. Friese, Chief  
Bureau of Program Scheduling  
and Control

HBF:ear

cc: Mr. Thomas Hicks  
Mr. Allen W. Tate  
Mr. Richard H. Trainor  
Mr. Hugh O. Downs

EXHIBIT XVII



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD 21201

MAILING ADDRESS FOR BILL TO BALTIMORE, MD 21201

May 9, 1972

94

COMMISSION MEMBERS

WILLIAM H. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND MEMBER OF COMMISSION

THOMAS G. HARTON  
WALTER HULLY JR.  
LESLIE P. BURNFIELD  
WALTER REIDER  
LESLIE H. EVANS  
ROBERT R. PRICE JR.  
FRANK THOMP

Re: Contracts: C-241-18-571/  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile south  
of Md. Rte. 402 to 0.07 mile  
south of Md. Rte. 624

Mr. Paul E. Bowen  
Box No. 337  
Prince Frederick, Maryland 20678

Dear Mr. Bowen:

Reference is made to your letter of April 16, 1972, addressed to the State Road Commission, Attention: Mr. Thomas Hicks, relative to the effect on your property by the design of the subject project.

We respect your position in this matter and regret the inconvenience caused you by the proposed project. To alleviate the right-of-way impact upon your property the State Highway Administration proposes to relocate the proposed connection, from the county road to Md. Rte. 2 and 4, southerly to clear your southern property line.

We will gladly meet with you at your convenience to discuss this matter further. Please arrange the meeting through our District Engineer, Mr. Allen W. Tate, who can be contacted by calling 9-1-535-1740.

Very truly yours,

William F. Hus, Jr., Chief  
Bureau of Highway Design

JC/m  
cc: Messrs  
Hugh C. Davis  
Thomas Hicks  
Allen W. Tate  
William C. Kreiper



97

May 9, 1972

Re: Contract Nos. Cp243-18-571  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile south  
of Md. Rte. 402 to 0.07 mile  
south of Md. Rte. 264

Mr. Marvin W. Riddle, President  
Calvert County Volunteer  
Fire and Rescue Association  
Prince Frederick, Maryland  
20678

Dear Mr. Riddle:

This is in response to your presentation at the public hearing of April 10, 1972, relative to your request for a median cross-over in the area of the Rescue Association Building.

The State Highway Administration will construct a directional cross-over, in the area of the Rescue Association Building, to provide free access, for emergency vehicles, to the northbound roadway.

We appreciate your interest in this project and thank you for your cooperation and patience.

Very truly yours,

William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/in  
cc: Messrs.  
H. C. Downs  
Thomas Hicks  
Allen W. Tate



# STATE HIGHWAY ADMINISTRATION

300 WEST PRINCE STREET  
BALTIMORE, MD 21201

(MAILING ADDRESS ONLY) BALTIMORE, MD 21201

May 10, 1972

98

MEMBER

LAURENCE H. FISHER  
STATE HIGHWAY ADMINISTRATOR

JOHN J. HARRIS  
DEPUTY ADMINISTRATOR

WALTER W. BROWN, JR.  
CHIEF ENGINEER

WALTER P. HENRY, JR.  
CHIEF PLANNING ENGINEER

WALTER H. HARRIS  
CHIEF DESIGN ENGINEER

WALTER E. EVANS  
CHIEF OF OFFICE

WALTER H. PRICE, JR.  
CHIEF CLERK

Re: Contracts: C-243-18-571  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile  
south of Md. Rte. 402 to  
0.07 mile south of Md. Rte. 264

Mrs. Robert D. Weems  
Box No. 1  
Port Republic, Maryland 20676

Dear Mrs. Weems:

This is in response to your letter of April 17, 1972, addressed to Mr. Thomas Hicks, also to the inquiries and discussions at the informational and public hearings.

The State Highway Administration is presently preparing studies on relocations south of Md. Rte. 264. Irregardless of the final alignment of the proposed roadway another informational and public hearing must be held, where the effects upon your property by the construction of the roadway will be noted.

I thank you for continued cooperation and patience in this matter.

Very truly yours,

William F. Linn, Jr., Chief  
Bureau of Highway Design

JC/In  
cc: Messrs.  
H. G. Downs  
Thomas Hicks  
Allen W. Tate

EXHIBIT XX



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS P. O. BOX 787, BALTIMORE, MD. 21201)

May 15, 1972

## COMMISSION MEMBERS

DAVID H. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND CHAIRMAN OF COMMISSION

THOMAS W. BARTON  
S. ALGER BOGLEY, JR.  
HARLEY P. BRINSFIELD  
WALTER BUCHER  
LESLIE M. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP

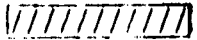
Contract Nos. C-243-18-571  
C-243-27-571

Md. Rte. 2 & 4, 0.23 Mile South  
of Md. Rte. 402 to 0.07 Mile  
South of Md. Rte. 264

The Honorable Louis L. Goldstein  
Oakland Hall  
Prince Frederick, Maryland 20678

Dear Mr. Goldstein:

This is in response to your letter of April 4, 1972, addressed to Mr. William C. Krieger, requesting the revision in the Right-of-Way between station 558 to 563, from fee simple to revertible easement. This was also discussed at the informational and public hearings.

We are forwarding a print of the Right-of-Way on which is designated, in red crayon, the new Right-of-Way Line and the Revertible Easement for Supporting Slopes and Berm Ditch shown hatched thus: .

The Revertible Easement shall revert to the property owner when the Revertible Easement area is graded to a plane to coincide with the elevations, but not below, as established by the State Roads Commission's Right-of-Way Line.

We will gladly meet with you at your convenience to discuss this matter further if the above does not meet with your approval. Please arrange the meeting through our District Engineer, Mr. Allen W. Tate, who can be contacted by calling 535-1740.

We appreciate your interest in this project and thank you for your cooperation and patience.

Very truly yours,

William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/lh  
Attachment  
cc: Messrs  
Hugh G. Downs  
Thomas Hicks  
Allen W. Tate  
J. Francis Curran  
William C. Krieger

EXHIBIT XXI

100

May 18, 1972

RE: Contract C-243-18-571  
C-243-27-571  
Md. 2 and 4, 0.23 Mile South  
of Md. Rte. 402 to 0.07 Mile  
South Md. Rte. 264

Mr. Allen W. Tate  
District Engineer - Dist. #3  
State Highway Administration  
Benedict, Maryland

Dear Mr. Tate:

This is in response to your letter of April 12, 1972 to Mr. David H. Fisher, requesting the delation of the median cross-over at Sta. 614+00 and placing it at Sta. 618+ due to the heavy construction equipment used by Mr. Thomas L. nance in conducting his business.

The Chief Engineer reviewed the situation, and realized that the heavy equipment wishing to travel north would have to travel south approximately 1600' to the next median cross-over which would create a very serious hazard due to turning movements by the heavy equipment.

We have been advised by Mr. H. G. Downs that the revision has the approval of the Chief Engineer and instructed this Bureau to make the adjustment.

Very truly yours,

William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/vk  
cc: Mr. W. E. Woodford, Jr.  
Mr. H. G. Downs

June 5, 1972

Re: Contract No. C-243-18-571  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile  
south of Md. Rte. 402 to  
0.07 mile south of Md.  
Rte. 264

Mr. Dallas Ward  
Prince Frederick, Maryland 20678

Dear Mr. Ward:

This is in response to your presentation at the public hearing of April 10, 1972, relative to the relocation of the proposed highway to the east or west of Prince Frederick, also, to the reduction of the parking area of a parcel of land, that includes Montgomery Ward and a retail grocery store. This parcel of land is owned by Mrs. Genevieve Fowler.

Regarding the relocation of the proposed highway, to the east or west of Prince Frederick, the average daily traffic alerted us that the present single roadway would very soon be inadequate for the increasing traffic. Economic studies dictated that the second roadway, of the proposed dual highway, be constructed adjacent and parallel to the existing lanes.

It is unfortunate that part of the parking area of the tract of land owned by Mrs. Genevieve Fowler, will be necessary for the construction of the second roadway. From visual observation, we think it is a possibility that her parking area can be expanded at the rear of the building.

We appreciate your interest in this project and thank you for your patience.

Very truly yours,

William F. Lina, Jr., Chief  
Bureau of Highway Design

JC/nlc

cc: Mr. H. G. Downs  
Mr. T. Hicks  
Mr. A. W. Tate



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21201)

102

## COMMISSION MEMBERS

DAVID M. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND CHAIRMAN OF COMMISSION

THOMAS G. BARTON  
S. WATER BOGLEY, JR.  
HARLEY P. BRINSFIELD  
WALTER BUCHER  
LESLIE H. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP

June 5, 1972

Re: Contract C-243-18-571  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile  
south of Md. Rte. 402 to  
0.07 mile south of Md. 264

Mr. Robert Horsman  
Prince Frederick Motor Co.  
Prince Frederick, Maryland 20678

Dear Mr. Horsman:

This is in response to your presentation at the public hearing, on April 10, 1972, relative to the acquisition of approximately 42' from your property for the dualization of the subject project.

Your statement regarding the construction of your building in 1957-58 that a representative of the State Roads Commission indicated to you the approximate setback line necessary for the construction of the second roadway; also, that property will be taken from both sides of the existing highway, was of a very tentative nature. Although the Bureau of Location and Surveys began as early as 1958 to advise property owners to setback from the existing road so that a reservation could be established in which the addition of a second roadway could eventually be constructed, it was not until 1963 that preliminary schemes could be developed for dualizing this second roadway. The average daily traffic and economic studies dictated the construction of the second roadway, on the west of the existing roadway, adjacent and parallel to the existing lanes, in which we had no alternate but to revise our thinking.

Your reference to the project in Hughesville, without the median separation which was constructed in 1966, is a four lane urban highway. This project has no left-turn storage lanes. Any motorist desirous of turning left, and stopped by opposing traffic, blocks one lane of the through traffic which tends to cause congestion, and also, in peak traffic flow, is liable for a rear-end collision. Through the years the design of highways has not only taken into consideration the moving of traffic but more emphasis has been placed on moving traffic expeditiously, efficiently and safely. The grass median, separating the two roadways, distinctly outlines the left-turn storage lanes and cross-over so that motorists are alerted if they desire to reverse their direction of travel or turn left and, also, prevents to a great degree head-on collisions by

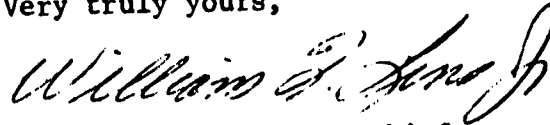
EXHIBIT XXIV-1

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providing a recovery area for erratic vehicles.

We regret that this unfortunate incident has occurred but as years progress and more and faster cars are manufactured it is imperative that new concepts of design and safety for highways have to be adopted.

Very truly yours,



William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/nlc

cc: Mr. H. G. Downs  
Mr. A. W. Tate  
Mr. T. Hicks



# STATE HIGHWAY ADMINISTRATION

300 WEST PRESTON STREET  
BALTIMORE, MD. 21201

(MAILING ADDRESS-P.O. BOX 717, BALTIMORE, MD. 21201)

104

## COMMISSION MEMBERS

DAVID H. FISHER  
STATE HIGHWAY ADMINISTRATOR  
AND CHAIRMAN OF COMMISSION

THOMAS G. BARTON  
S. WATER BOGLEY, JR.  
HARLEY P. BRINSFIELD  
WALTER BUCHER  
LESLIE H. EVANS  
ARTHUR B. PRICE, JR.  
FRANK THORP

June 5, 1972

Re: Contract C-243-18-571  
C-243-27-571  
Md. Rte. 2 & 4, 0.23 mile  
south of Md. Rte. 402 to  
0.07 mile south of Md.  
Rte. 264

Mr. Kenneth Humphreys  
Humphrey's Buick  
Prince Frederick, Maryland 20678

Dear Mr. Humphreys:

This is in response to your presentation at the public hearing of April 10, 1972, relative to the loss of some of your parking area and the request for the construction of an entrance at your northern property line.

It is unfortunate that part of your parking area is necessary for the construction of the second roadway, but, our economic studies dictated the construction of the second roadway adjacent and parallel to the existing lanes. The reference in your statement to the 60' additional land to be acquired from your property is in error. Our information reveals that an additional 50', from the existing right of way line, will be necessary for the construction of the second roadway.

We note that the request for an entrance at your northern property line has merit. Closer scrutiny of the plans indicate an existing 15" Reinforced Concrete Pipe and endwalls, in this area, for an ultimate entrance. Motorists traveling north and wishing to reverse their direction and travel south, to this proposed entrance, will have approximately 125' to travel south after turning at the Md. Rte. 765 cross-over.

We thank you for your patience in this matter.

Very truly yours,

William F. Lins, Jr., Chief  
Bureau of Highway Design

JC/nlc

cc: Mr. E. G. Downs  
Mr. T. Hicks  
Mr. A. W. Tate

EXHIBIT XXV



105



UNITED STATES  
ATOMIC ENERGY COMMISSION  
WASHINGTON, D.C. 20545

MAR 6 1972

Mr. William F. Lins, Jr.  
Chief, Bureau of Highway Design  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Lins:

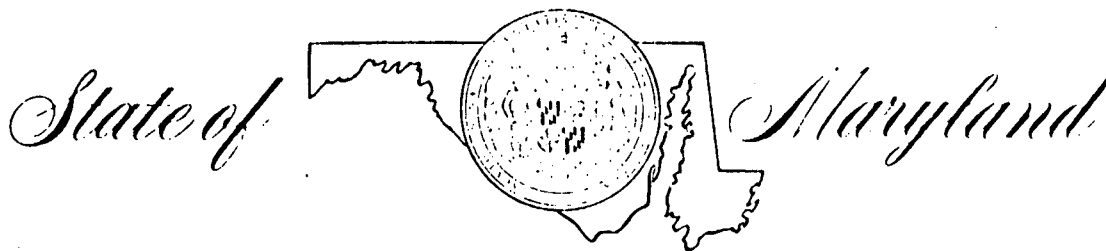
This is in response to a letter to former Chairman Seaborg from Mr. Walter E. Woodford, Jr., dated February 24, 1972, concerning the draft environmental statement for Calvert County Contract No. C 243-18-571 and No. C 243-27-571, Dualization of Md. Rte. 2 & 4 From South of Md. Rte. 402 to South of Md. Rte. 509. We have reviewed the statement and have no comments to make.

Inasmuch as the projects undertaken by the Maryland State Highway Administration do not appear to be within the jurisdiction or special expertise of the Atomic Energy Commission as set forth in the Council on Environmental Quality's Guidelines, we do not believe that it will be necessary for you to send the AEC draft environmental statements in the future.

Sincerely,

*Lester Rogers*  
Lester Rogers, Director  
Division of Radiological and  
Environmental Protection

cc: Mr. Timothy Atkeson  
Council on Environmental  
Quality (10)



DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383-

March 7, 1972

TO: Mr. Edwin L. Powell, Jr., Chief  
State Clearinghouse

FROM: Jean J. Schueneman, Director  
Bureau of Air Quality Control

RE: Dualization of Maryland Routes 2 and 4; Control No. 72-2-69

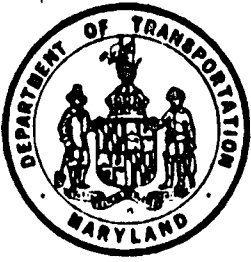
The Environmental Impact Statement for this project was quite good and shows a real effort to describe possible effects on air quality. The statement on page 9, however, needs some clarification. Stating that pollution is reduced when traffic flow is improved is misleading. It has only been demonstrated to be true for carbon monoxide and hydrocarbons. Nitrogen oxides either remain constant or increase under similar circumstances.

The conclusions in the remainder of the paragraph are correct. The effect of increased traffic may override the reduction in carbon monoxide and hydrocarbons to be expected from increased speed. There is no way, at present, to predict the combined result. However, it can be said with certainty that nitrogen oxides will increase in the area.

JJS:AMD:bac

cc: Mr. Israel Milner, EPA, Regional Office  
Calvert County Health Department





OFFICE OF THE SECRETARY

POST OFFICE BOX 8755  
FRIENDSHIP INTERNATIONAL AIRPORT  
BALTIMORE, MARYLAND 21240

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MARVIN MANDEL  
GOVERNOR

March 23, 1972

HARRY R. HUGHES  
SECRETARY

C-243-18-571  
C-243-27-571

Mr. William F. Lins, Jr., Chief  
Bureau of Highway Design  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Lins:

This is to acknowledge receipt of Mr. Woodford's letter of request dated February 24, 1972 to Secretary Hughes for comments pertaining to the Draft Environmental Statement on the proposed dualization of Maryland Route 2/4 in Calvert County.

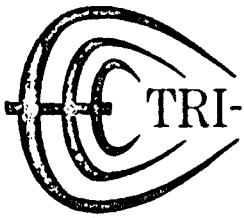
This Division has reviewed the Draft Environmental Statement and has no additions, deletions, or changes to recommend for the subject matter contained therein.

Sincerely,

  
Clyde H. Pyers, Director  
Division of Systems Planning  
and Development

CEP:lh

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# TRI-COUNTY COUNCIL for SOUTHERN MARYLAND

P.O. BOX 301      WALDORF, MARYLAND 20601      301 645-2693

JOHN T. PARRAN JR., CHAIRMAN  
JOHN H. MILLS, PH.D., EXECUTIVE DIRECTOR

April 7, 1972

Mr. Allen Miles  
State Clearinghouse  
Department of State Planning  
301 West Preston Street  
Baltimore, Maryland 21201

Environmental Impact Review  
Project #72-2-69

Dear Mr. Miles:

We generally concur in the findings and proposal suggested in the environmental impact statement issued by the State Highway Administration for the dualization of Maryland Routes 2 and 4 south of Maryland Route 402 to southeast of Maryland Route 509.

This dualization is consistent with this agency's program and objectives.

Sincerely,

John H. Mills  
Executive Director

JHM:vs

EXHIBIT

XXX

CALVERT COUNTY

- Sen E. T. Hall
- Del. T. A. Rymer
- Comm. C. B. Fowler
- Comm. H. G. Trueman
- Comm. G. J. Weems M.D.
- M. E. Rockhill
- L. Bowley
- B. C. Dowell

CHARLES COUNTY

- Sen. P. J. Bailey
- Del. C. A. Compton
- Del. L. Nimmerichter
- Comm. J. C. Simpson
- Comm. I. F. Carico
- Comm. M. J. Sprague
- F. K. Turner
- D. J. Robertson Jr.
- J. T. Parran Jr.

ST. MARY'S COUNTY

- Sen. P. J. Bailey
- Del. J. N. Briscoe
- Del. J. M. McKay
- Comm. G. R. Auld
- Comm. J. W. Bowles
- Comm. J. S. Guy Jr.
- J. P. Dalton M.D.
- J. M. Gough Jr.
- J. T. Raley Jr.

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DEPARTMENT OF THE NAVY  
DEPUTY UNDER SECRETARY OF THE NAVY  
WASHINGTON, D.C. 20350

10 April 1972

Mr. William F. Lins, Jr.  
Chief, Bureau of Highway Design  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Lins:

The Draft Environmental Impact Statement "Dualization of Maryland Route 2 and 4 from South of Maryland Route 402 to South of Maryland Route 509" has been reviewed as requested in your letter of February 24, 1972.

Inasmuch as the proposed highway construction will have no effect on Navy properties, we have no comments on the Draft Environmental Impact Statement.

A handwritten signature in cursive script that reads "Joseph A. Grimes, Jr." with a horizontal line through it.

Joseph A. Grimes, Jr.  
Deputy Under Secretary of the Navy

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ENVIRONMENTAL PROTECTION AGENCY  
Region III  
Curtis Building - 2nd Floor  
Sixth and Walnut Streets  
Philadelphia, Pennsylvania 19106

April 11, 1972

Mr. Walter E. Woodford, Jr.  
Chief Engineer  
State Highway Administration  
300 West Preston Street  
P. O. Box 717  
Baltimore, Maryland 21203

Re: EPA's Comments on Environmental Impact Statement: Dualization of Md.  
Rte. 2 & 4 - South of Md. Rte. 402 to South of Md. Rte. 509

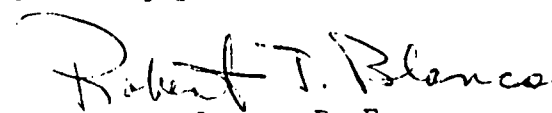
Dear Mr. Woodford:

This office regrets that it has been unable to complete the review of the above impact statement by your deadline of April 12, 1972. Since we are anxious for you to receive our comments before the preparation of a final statement, we are requesting an extension of the deadline.

Unless we hear otherwise, we will assume that such an extension has been granted. You should expect to receive our comments no later than May 3, 1972.

Thank you for your cooperation.

Sincerely yours,



Robert J. Blanco, P. E.  
Acting Chief  
Environmental Impact Branch

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UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

Room 522 - Hartwick Building, 4321 Hartwick Road, College Park, Maryland 20740

April 11, 1972

Mr. William F. Lins, Jr.  
Chief, Bureau of Highway Design  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

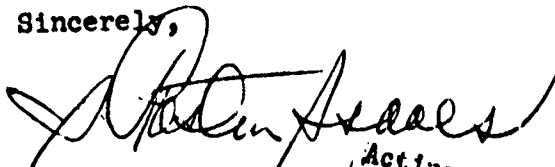
Dear Mr. Lins:

Mr. Woodford's letter of February 24, 1972 to Dr. T. C. Byerly asking for comments for proposed dualizing of Md. Routes 2 and 4 from south of Md. Route 402 to south of Md. Route 509 was forwarded to this office for review.

Although you relate to the intended use of "latest erosion controls" in the design and specifications for the project, it is noted that the area of proposed improvements contains erodible soils, therefore, the upcoming environmental statement should pay close attention to this problem and provide for adequate control of sediment during construction.

We appreciate the opportunity to review this proposal and trust our comments will be helpful. Let us know if we can assist you further with this and other works of your agency.

Sincerely,

  
JOHN H. GIBSON  
Acting  
Acting State Conservationist

cc: Dr. T. C. Byerly  
Kenneth E. Grant







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April 12, 1972

Mr. Walter E. Woodford, Jr.  
State Highway Administration  
Post Office Box 717  
Baltimore, Maryland 21203

Dear Mr. Woodford:

The draft environmental statement for "Calvert County, Contract Number C 243-18-571 and C 243-27-571, Dualization of Maryland Route 2 and 4 from South of Maryland Route 402 to South of Maryland Route 509," which accompanied your letter of February 24, 1972, has been received by the Department of Commerce for review and comment.

The Department of Commerce has reviewed the draft environmental statement and has no comment.

We are pleased to have been offered the opportunity to review this statement.

Sincerely,

Sidney R. Galler  
Deputy Assistant Secretary  
for Environmental Affairs



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE  
REGION III  
401 NORTH BROAD STREET  
PHILADELPHIA, PENNSYLVANIA 19108

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April 24, 1972

OFFICE OF THE  
REGIONAL DIRECTOR

MAILING ADDRESS  
P. O. BOX 12900  
PHILADELPHIA,  
PENNSYLVANIA 19108

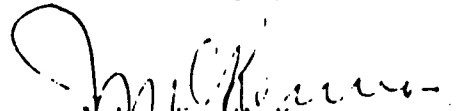
Mr. Walter E. Woodford, Jr.  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Woodford:

This is to advise you that we have reviewed the Draft Environmental Impact Statement for Calvert County Dualization of Maryland Route 2-4 - from South of Maryland Route 402 to South of Maryland Route 509, and have no comments relative to this statement.

Thank you for sending the Draft Environmental Impact Statement to us for review.

Sincerely yours,

  
John L. McKenna  
Environmental Impact  
Coordinator

cc: Robert Lanza

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U.S. ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
6th & Walnut Sts., Philadelphia, Penn. 19106

April 28, 1972

Mr. Walter E. Woodford  
Chief Engineer  
State Highway Administration  
P. O. Box 717  
Baltimore, Maryland 21203

Re: Draft Environmental Impact Statement for Dualization of  
Maryland Routes 2 and 4, Calvert County, Maryland

Dear Mr. Woodford:

The statement for this road does a much more complete job of discussing the environmental impact of the proposed road than the statement which was prepared for Route 235. This statement appears sufficient in its consideration of the short and long term impact of the road on air, noise, water, and solid waste pollution. Since this project is not likely to precipitate a drastic increase in vehicle miles traveled in the area, we concur that the dualization of Maryland Routes 2 and 4 is likely to decrease air pollution by increasing speed and uniformity of travel.

Thank you for the opportunity to comment on your draft statement. We would appreciate receiving a copy of the final statement.

sincerely yours,

Robert J. Blanco, P. E.  
Acting Chief

Environmental Impact Statement Branch



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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF THE SECRETARY  
NORTHEAST REGION  
JOHN F. KENNEDY FEDERAL BUILDING  
ROOM 2001 J & K  
BOSTON, MASSACHUSETTS 02201

MAY 1 1972

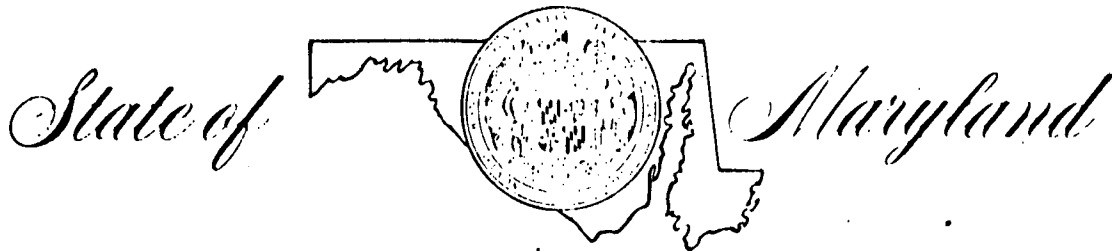
Mr. William F. Lins, Jr., Chief  
Bureau of Highway Design  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

Dear Mr. Lins:

This is in response to your February 24, 1972 request for our Department's review and comments on the draft environmental statement for Routes 2 and 4, Calvert County, Maryland. We believe that the statement adequately discusses those aspects related to our jurisdiction or special enterprise and that it basically complies with the requirements of Section 102 (2)(C) of PL 91-190.

Sincerely yours,

*Mark Abelson*  
for Mark Abelson  
Regional Coordinator



DEPARTMENT OF HEALTH AND MENTAL HYGIENE

Neil Solomon, M.D., Ph.D., Secretary

ENVIRONMENTAL HEALTH ADMINISTRATION

610 N. HOWARD STREET • BALTIMORE, MARYLAND 21201 • Area Code 301 • 383- 3148

May 8, 1972

TO: Mr. Edwin L. Powell, Jr., Chief  
State Clearinghouse

FROM: Jean J. Schmeneman, Director  
Bureau of Air Quality Control *J. Schmeneman*

RE: Dualization of Maryland Routes 2 and 4;  
Control No. 72-4-159

There should be no air pollution problem resulting from the construction of this highway. Nitrogen oxide emissions may increase because of higher vehicle speeds. However, the contribution to ambient levels will most likely be quite low because of the low ADT and new car emission standards.

cc: Calvert County Health Dept.

Date:

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

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration

Project: Dualisation Maryland Routes 2 and 4 - Construction

State Clearinghouse Control Number: 72-4-159

CHECK ONE

- 1. This agency does not have an interest in the above project. \_\_\_\_\_
- 2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. \_\_\_\_\_
- 3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
Our interest or questions are shown on enclosed attachment.
- 4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment.   X

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Signature J. J. Schueneman  
 Title Director, Bureau of Air Quality Control  
 Agency Md. St. Dept. of Health and Mental Hygiene

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Date: May 22, 1972

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

SUBJECT: PROJECT SUMMARY NOTIFICATION REVIEW

Applicant: State Highway Administration  
Project: Dualization of Maryland Routes 2 and 4  
State Clearinghouse Control Number: 72-2-69

CHECK ONE

- 1. This agency does not have an interest in the above project. \_\_\_\_\_
- 2. The above project is consistent with this agency's plans or objectives and we recommend approval of the project. XXX
- 3. This agency has further interest in and/or questions concerning the above project and wishes to confer with the applicant. \_\_\_\_\_  
Our interest or questions are shown on enclosed attachment.
- 4. This agency does not believe a conference is necessary, but wishes to make favorable or qualifying comments shown on enclosed attachment. \_\_\_\_\_

We agree with the recommendations of the State Highway Administration. Dualization of Maryland Routes 2 and 4 along the existing alignment will have the least adverse impact of the alternatives studied.

Signature *William H. ...*  
 Title Chief, Planning & Evaluation  
 Agency Dept. of Natural Resources

OFFICE OF ECONOMIC  
OPPORTUNITY

EXECUTIVE OFFICE OF THE PRESIDENT  
WASHINGTON, D.C. 20506

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May 17, 1972

Mr. Walter E. Woodford, Jr.  
Chief Engineer  
State Highway Administration  
P. O. Box 717  
Baltimore, Maryland 21203

Re: Draft Environmental Statement  
Calvert County  
Contract No. C 243-18-571  
C 243-27-571  
Dualization of Md. Rte. 2 & 4  
From South of Md. Rte. 402  
To South of Md. Rte. 509

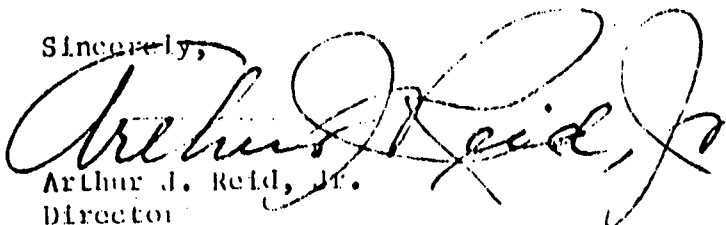
Dear Mr. Woodford:

Phillip Sanchez, the Director of the Office of Economic Opportunity, has asked me to respond to your letter regarding the draft environmental statement on the above mentioned project.

This office in coordination with our Regional Office, and the affected community action agencies have carefully reviewed this statement. On the basis of information from this review, we have no reason to believe that the proposed action will have an adverse environmental impact on the low income neighborhoods involved. Should we receive any further information we will advise.

We appreciate the opportunity to comment on this draft statement.

Sincerely,



Arthur J. Reid, Jr.  
Director  
Intergovernmental Relations





MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE 301-383-2451

VLADIMIR A. WAMBE  
SECRETARY OF STATE PLANNING  
NORMAN HEDDEN  
DEPUTY SECRETARY

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May 25, 1972

Mr. David H. Fisher, Administrator  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

SUBJECT: PROJECT NOTIFICATION AND REVIEW

Applicant: State Highway Administration

Project: Dualization Maryland Routes 2 and 4 - Construction Contract  
Nos. C-243-18-571 and C-243-27-571

Funds: Federal - \$1,337,240; State - \$1,337,240

State Clearinghouse Control Number: 72-4-159

State Clearinghouse Contact: Edwin L. Powell, Jr. (383-2467)

Dear Mr. Fisher:

The State Clearinghouse has reviewed the above project. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

Department of Natural Resources: recommended approval.

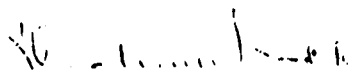
Department of Health and Mental Hygiene: the Bureau of Air Quality Control indicated that the project will not present an air pollution problem.

Tri-County Council for Southern Maryland: approved the project, as referenced in their review of the environmental statement.

As a result of the review, it has been determined that the proposed project is in accord with State plans, programs, and objectives as of this date. Approval and funding are recommended.

You should now complete and file your formal application. A copy of this letter must be attached to your application. Please notify this State Clearinghouse of the filing date and the amount of Federal funds requested as soon as the application is submitted by completing and forwarding the enclosed, self-addressed card. If you have any questions, please contact the State Clearinghouse member named above.

Sincerely,

  
Vladimir Wambe

Enc.

cc: Mr. Gerard Devlin Dr. John H. Hills  
Mr. Anthony Abernethy Dr. Norman B. Frieese  
Dr. Jean D. Schmentman

EXHIBIT XLII



MARVIN MANDEL  
GOVERNOR

MARYLAND  
DEPARTMENT OF STATE PLANNING

301 WEST PRESTON STREET  
BALTIMORE, MARYLAND 21201  
TELEPHONE: 301-383-2451

122  
VLADIMIR A. WAHBE  
SECRETARY OF STATE PLANNING  
NORMAN HEBDEN  
DEPUTY SECRETARY

May 25, 1972

Mr. Walter E. Woodford, Jr.  
Chief Engineer  
State Highway Administration  
300 West Preston Street  
Baltimore, Maryland 21201

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT REVIEW

Applicant: State Highway Administration

Project: Dualization Maryland Routes 2 and 4 South of Maryland 402 -  
Contract #C-243-18-571

State Clearinghouse Control Number: 72-2-69

State Clearinghouse Contact: Edwin L. Powell, Jr. (303-2467)

Dear Mr. Woodford:

The State Clearinghouse has reviewed the above noted Environmental Impact Statement. In accordance with the procedures established by the Office of Management and Budget Circular A-95, the State Clearinghouse received comments (copies attached) from the following:

- Department of Health and Mental Hygiene: the Bureau of Air Quality Control noted the overall merit of the statement but suggested that information concerning air pollution be clarified in regard to nitrogen oxides.
- Department of Natural Resources: approved the statement.
- Tri-County Council for Southern Maryland: concurred with the statement.

Our staff reviewed this statement, noted its overall excellence, and commented as follows:

- Discussion of alternatives should present the relative merits as well as the deficiencies of such alternatives, and should relate these alternatives to community goals and objectives.
- Statements concerning facility need should include a further statement as to how well the facility will meet that need, i.e., level of service.
- The statement on replacement facilities for potential relocatees could be more positive. The analysis should address the availability of relocation housing and the potential for relocating businesses, with emphasis on minimizing the impact of highway construction on private properties.

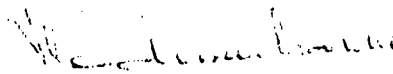
Mr. Walter E. Woodford, Jr.  
May 25, 1972

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Page Two

- The statement should be more explicit concerning the criteria used to justify controlled or uncontrolled access and relate this criteria to community plans and objectives.

We hope that these comments will assist you in the preparation of your final statement and look forward to continued cooperation with your agency in the Clearinghouse review of the complete project presentation.

Sincerely,

  
Vladimir Wahbe

Enc.

cc: Mr. Jean J. Schueneman  
Mr. Anthony Abar  
Mr. Northam B. Friese  
Dr. John H. Mills