

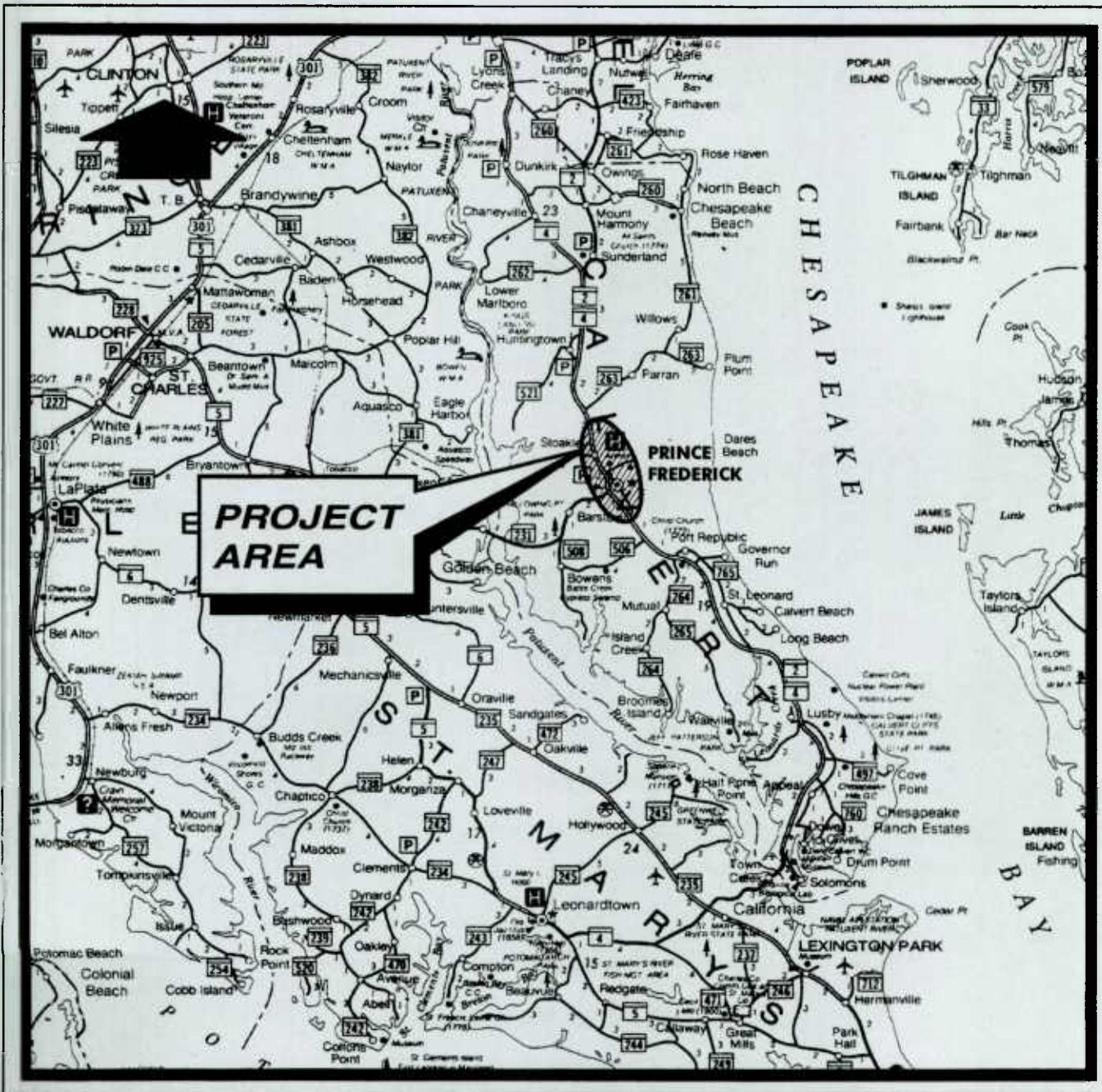
# FINDING OF NO SIGNIFICANT IMPACT



FOR CONTRACT NO. C-413-101-570

## MARYLAND ROUTE 2 / 4 -- Prince Frederick Area

*Calvert County, Maryland*



prepared by:

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

**REPORT NO. FHWA-MD-EA-96-01-F**

**FEDERAL HIGHWAY ADMINISTRATION  
REGION III**

**FINDING OF NO SIGNIFICANT IMPACT**

**MARYLAND ROUTE 2/4  
PRINCE FREDERICK AREA**

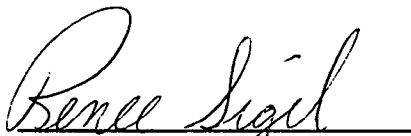
**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

**and**

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

The FHWA has determined that the Build Alternative 5, consisting of the widening of MD 2/4 to three through lanes and provision of a continuous, curbed auxiliary lane in each direction for a length of approximately 4.4 kilometers (2.76 miles) through Prince Frederick, will have no significant impact upon the environment.

The Selected Action is located in a serious ozone nonattainment area, but is not in a nonattainment area for carbon monoxide. The Selected Action conforms to the State Implementation Plan as it originates from a conforming Transportation Improvement Program and transportation plan. This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the Environmental Assessment and attached documentation.

  
\_\_\_\_\_  
for Division Administrator

5-27-97  
Date

**MARYLAND ROUTE 2/4 - PRINCE FREDERICK AREA**

**FINDING OF NO SIGNIFICANT IMPACT**

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I.

I.

**RECORD  
OF  
DECISION**

I.



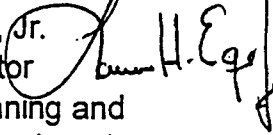


**Maryland Department of Transportation  
State Highway Administration**

9  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

**MEMORANDUM**

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

**FROM:** Louis H. Ege, Jr.   
Deputy Director  
Office of Planning and  
Preliminary Engineering

**DATE:** October 15, 1996

**SUBJECT:** Project No. CA 413 B11  
MD 2/4 - Prince Frederick Area  
PDMS No. 042042

**RE:** Alternative Selection Meeting

On October 11, the project planning team met with the Administrator to present the Recommended Alternate for MD 2/4. The meeting was held in Training Room #2 at the State Highway Administration Headquarters annex building at 211 East Madison Street in Baltimore. The following people were in attendance:

- |                     |                                     |
|---------------------|-------------------------------------|
| Mr. Parker Williams | SHA Administrator                   |
| Mr. Neil Pedersen   | SHA Director, OPPE                  |
| Mr. Louis Ege, Jr.  | SHA Deputy Director, OPPE           |
| Ms. Anne Elrays     | SHA Project Planning Division       |
| Mr. LeRoy Carrigan  | SHA Project Planning Division       |
| Ms. Carmen Harris   | SHA Project Planning Division       |
| Mr. Paul Maloney    | SHA Project Planning Division       |
| Mr. Joe Kresslein   | SHA Project Planning Division       |
| Mr. Paul Armstrong  | SHA District Engineer - District 5  |
| Ms. Barbara Solberg | SHA - Highway Design Division       |
| Mr. Mark Smith      | SHA - Environmental Design Division |
| Ms. Mary Huie       | Federal Highway Administration      |
| Mr. Mark Lotz       | The Wilson T. Ballard Company       |
| Mr. George Fleagle  | The Wilson T. Ballard Company       |

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Neil J. Pedersen  
October 15, 1996  
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The meeting was called to order by Mr. Carrigan, and introductions were made. An agenda for this meeting, a study area map, typical sections and a summary of alternatives were distributed (see attached). Mr. Carrigan reviewed the history of the project, program status and the alternatives studied.

### **Project Background and Program Status**

The primary purpose of this study is to evaluate alternatives to relieve congestion and improve safety along MD 2/4 through the Prince Frederick area. Two alternatives for the widening of MD 2/4 through Prince Frederick, Alternative 4 Modified and Alternative 5, were evaluated. On behalf of Calvert County, SHA coordinated with federal and state environmental agencies to quantify and minimize the potential impacts of a Collector Road System being developed by the County. Also included in this study, has been the development of various Prince Frederick Bypass alternatives for possible inclusion in Calvert County master plans. Detailed environmental analyses were performed for the widening alternatives, with the goal of obtaining Location/Design approvals. Also the County's Collector Road System was studied to identify cumulative impacts and to help expedite the receipt of environmental permits by the County. The bypass alternatives underwent less detailed environmental analyses since the need for a bypass is believed to be beyond the year 2015.

Public involvement for this project included an Alternates Public Meeting in June, 1992, an Informational Public meeting in June, 1994 and a Combined Location/Design Public Hearing in June, 1996. The engineering phase for the widening of MD 2/4 through Prince Frederick has received funding.

### **Alternatives Presented at the Public Hearing**

**MD 2/4 Widening Alternatives** (From just north of Stoakley Road to north of MD 765, near the Rescue Squad)

- **No-Build**
- **Alternative 4 Modified**

This alternative would maintain the existing two through lanes in each direction and the variable width median. The outside shoulder on each side of the roadway would be reconstructed to be a continuous 14 foot wide, curbed auxiliary lane, compatible

with bicycle use. The existing alignment and lane widths would remain, thereby maintaining the roadway's 60 mph design speed. This alternative is estimated to cost \$17.9 million and result in one residential and two business displacements.

- Alternative 5

This alternative would consist of widening MD 2/4 to three through lanes and a continuous, curbed auxiliary lane in each direction. Widening would generally take place in the median, and result in a constant raised 20 foot wide median throughout the study limits. The alignment would closely follow the existing roadway, with minor shifts to avoid any residential or business displacements. The through lane widths would become 11 feet, resulting in a 40 mph design speed. This alternative is estimated to cost \$27.1 million. Subsequent to the public hearing, several modifications to Alternative 5 were developed, as discussed below.

NOTE: Included with both Alternative 4 Modified and Alternative 5 would be landscaping/aesthetic measures to promote a boulevard/streetscape appearance for the length of improvement. Basic concepts which include median plantings and a "green" buffer to the outside, between curb and sidewalk have been developed by the Office of Environmental Design.

#### Collector Road System (by Calvert County)

The Collector Road System will be designed and constructed by Calvert County, with some participation from private developers. It will consist of a continuous two-lane undivided roadway with shoulders and curbs to the outside. The roadway will generally be constructed on new location, on both the west and east sides of MD 2/4 in Prince Frederick. The County has initiated construction of one portion of the Collector Road, between MD 231 and West Dares Beach Road. This study included detailed engineering and environmental studies to fine tune the road's location and allow more simplified environmental permitting processes for completing the design and construction. The cost of all remaining portions of the Collector Road, which would be the County's responsibility, is estimated to be \$46.9 million.

As part of the study of the Collector Road, as a possible future phase, if needed, Collector Road overpasses at three locations were considered: at the northern crossing, near Fox Run Boulevard and at the southern crossing. These overpasses, which would be constructed by SHA, would allow the further elimination of intersections and entrances on MD 2/4 and increase through lane capacity. The total estimated cost for these overpasses is \$16.7 million.

Mr. Neil J. Pedersen  
October 15, 1996  
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Bypass Alternatives (Master Plan Study)

The purpose of the study of bypass alternatives was to develop the information for Calvert County to determine which, if any, alignment should be placed on the County's master plan for corridor preservation. Traffic studies concluded that the widening of MD 2/4 in combination with the Collector Road would provide satisfactory levels of service along MD 2/4 through the design year 2015.

Three bypass alignments were considered. Two of the alignments, Alternatives 6 and 8 would be located to the west of Prince Frederick, and one, Alternative 9, would be located to the east of town. Each of the alternatives would include a partial interchange with MD 2/4 at the north end, an at-grade connection at the south end, and a full interchange at MD 231 (west) and MD 402 (east). These locations would be the only access points for the bypass. The engineering and environmental studies associated with the bypasses were cursory as compared to the MD 2/4 widening and the Collector Road and indicated that a bypass would cost between \$76 million and \$100 million and require between eight and 22 residential and business displacements.

Summary of Comments

Public

Twenty-three people spoke at the hearing and thirty-one pieces of correspondence were received: seventeen letters and fourteen mailers. At the hearing, eight speakers were against bypasses, one was specifically against the western bypasses and the rest had no preference toward the bypasses. Correspondence subsequent to the hearing is summarized as follows:

	<u>FOR</u>	<u>AGAINST</u>
Any Bypass	8	10
Western Bypass	4	1
Alternative 6	1	0
Alternative 8	1	0
Eastern Bypass (Alternative 9)	2	3

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Agency

Agency comments were received from the Corps of Engineers and the U.S. Fish and Wildlife Service. Comments from both agencies were primarily concerned with the Collector Road, the most significant of which stated that the widening of MD 2/4 and the Collector Road should be evaluated as one project since the widening alone fails to meet the Purpose and Need (i.e., provide adequate levels of service) for the design year 2015. This issue has been addressed through the modification of Alternative 5 as discussed below.

Calvert County Commissioners

The MD 2/4 - Prince Frederick Area project planning study (widening, Collector Road and bypasses) has been presented to the Calvert County Commissioners on several occasions, the most recent of which was on September 10. At this presentation, the Commissioners concurred upon a preference for Alternative 5 for the widening of existing MD 2/4. No final position was reached as to whether or not a bypass corridor would be placed in the master plan. Since that meeting the Commissioners have decided not to include a bypass of Prince Frederick in the master plan.

Alternative Recommendation

A team recommendation meeting was held on July 3, at which the project planning team concurred that Alternative 5 would be recommended to the Administrator along with the following modifications:

1. Widen continuous auxiliary lane by two feet:

As requested by Calvert County and Mr. Neil Pedersen at the team recommendation meeting, an analysis was performed for providing a 14 foot wide continuous auxiliary lane, rather than 12 foot, to be compatible with bicycle use. This additional widening is estimated to cost \$1.1 million, including right-of-way. Additional impacts from the widening would be minimal and primarily consist of minor isolated parking space eliminations.

2. Additional left turn lanes at the MD 2/4 intersection with MD 231:

Mr. Neil J. Pedersen  
October 15, 1996  
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Alternate 5, as presented at the public hearing, maintained the existing single left turn lane configurations at the MD 231 intersection. This was the only intersection that required implementation of the Collector Road in order to operate satisfactorily.

In order to make Alternative 5 stand alone from the Collector Road in providing satisfactory operations for the entire study area, options for the addition of left turn lanes at the intersection were evaluated as follows:

- Option 1: Provide double left turn northbound to westbound
- Option 2: Provide double left turn westbound to northbound
- Option 3: Combination of Options 1 and 2

Note: The traffic was analyzed knowing the portion of the Collector Road presently under construction from MD 231 to West Dares Beach Road would be in place.

Option 3 is required to provide the design goal of LOS D, and is estimated to cost \$700,000, including right-of-way acquisition, with minimal additional impacts. Option 3 was therefore recommended for inclusion as part of Alternative 5.

### Alternative Selection

Administrator Williams concurred with the study team that Alternative 5, with the above-described modifications, be selected for seeking Location Approval, conditioned upon the following:

- Calvert County concurrence on the additional two feet of auxiliary lane width in each direction and MD 231 intersection Option 3.
- Efforts to gain commitments for local maintenance of landscaping measures from which SHA could provide a larger initial investment into quality landscaping.

If you have any questions regarding the above summary, please feel free to contact the project manager, Lee Carrigan, at (410) 545-8525.

Mr. Neil J. Pedersen  
October 15, 1996  
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CONCURRENCE:

I concur the above accurately represents decisions made by the Administrator at the Alternative Selection meeting.

*Neil J. Pedersen*

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

*11/11/96*

\_\_\_\_\_  
Date

NJP:LBC:rt  
Attachment

cc: Attendees  
Distribution List  
Project Planning Team

**II.**

**II.**

**COMPARISON  
OF  
ALTERNATIVES**

**II.**



**TABLE 1  
SUMMARY OF IMPACTS**

<b>Analysis Item</b>	<b>ALT. 1 (NO BUILD)</b>	<b>ALT. 4 MODIFIED</b>	<b>*SELECTED ALT. 5</b>
Length - Kilometers (Miles)		3.9 (2.45)	4.4 (2.76)
<u>Socioeconomic</u>			
1. Relocation (Total Takes)			
a. Residence	0	1	0
b. Business	0	2	0
c. Church/School	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>
2. Number of Properties Affected			
a. Residential	0	20	19
b. Business	0	41	45
c. Church/School	0	2	2
d. Parkland or Recreation Area	0	0	0
e. Historic/Archeological Sites	0	0	0
<b>Total</b>	<b>0</b>	<b>63</b>	<b>66</b>
3. Right-of-Way Required - hectares (acres)			
a. Residential	0	1.6(4.0)	1.5(3.7)
b. Business	0	2.5(6.1)	3.3(8.1)
c. Church/School	0	0.6(1.4)	0.9(2.0)
d. Historic/Archeological Sites	0	0	0
<b>Total</b>	<b>0</b>	<b>4.7(11.5)</b>	<b>5.7(13.8)</b>
4. Consistent with area land use plans	No	Yes	Yes
<u>Natural Environment</u>			
1. Number of stream reloc. - meters (Linear Feet)	0	0	0
2. Number of stream crossings	0	2	2
3. Affected threatened or endangered species	0	0	0
4. Area of prime farmland affected - hectares (acres)	0	0	0
5. 100-year Floodplain impacted hectares (acres)	0	0	0
6. Wetlands affected - hectares (acres)	0	0.08(0.20)	0.20(0.50)
7. Waters of the U.S. affected - meters (Linear Feet)	0	37(120)	12(40)
8. Woodlands impacted - hectares (acres)	0	1.09(2.69)	1.07(2.64)
<u>Noise</u>			
Number NSA's exceeding abatement criteria or increasing 10 dBA or more over ambient	10 of 14	10 of 14	10 of 14
<u>Air Quality</u>			
CO violations of 1-hr or 8-hr standards	0	0	0
<u>Cost (Millions)</u>			
TOTAL	0	\$17.8	\$33.7

\*Selected Alternative 5 has been revised subsequent to the submission of the Environmental Assessment. The revisions included: increasing the width of the auxiliary right-turn lane from 3.7 meters (12 feet) to 4.3 meters (14 feet) and also providing double left-turn lanes from both northbound MD 2/4 to eastbound MD 231 and westbound MD 231 to northbound MD 2/4.

**III.**

**III.**

**SUMMARY  
OF  
ACTIONS  
AND  
RECOMMENDATION**

**III.**

### III. SUMMARY OF ACTIONS AND RECOMMENDATION

#### A. Background

##### 1. Project Location

The Maryland Route 2/4 project area is located in the central part of Calvert County, Maryland (Figure 1). The area encompasses Prince Frederick, the County seat, and extends along MD 2/4 from north of Stoakley Road to south of MD 765 (Figure 2). MD 2/4 is on Maryland's primary highway system and is functionally classified as an intermediate arterial that carries commuter and local traffic. MD 2/4 is the principal roadway in Calvert County, the only north-south route which serves the entire length of the county, providing a vital link from Calvert County and lower St. Mary's County to Annapolis, Baltimore and Washington, D.C.

MD 2/4 at one time followed existing Main Street through older sections of Prince Frederick. Main Street is now designated as MD 765. In the late 1960's and early 1970's, MD 2/4 was relocated west of Main Street to its present location, bypassing the old town center, and was dualized to accommodate increased traffic flow. MD 2/4 was designed to serve the additional traffic resulting from the planned and proposed development through the end of the century. As development continued, the central business district shifted from the MD 765 corridor and is now located along the MD 2/4 corridor from south of Stoakley Road to south of MD 231.

Through the project area, MD 2/4 consists of two 3.7-meter (12-foot) lanes with a 3.1-meter (10-foot) full outside shoulder or auxiliary lane in each direction. The travel lanes are separated by a variable width depressed grass median or a variable width raised curbed median, 4.9 to 15.2 meters (16 to 50 feet) wide. The existing right-of-way width varies from approximately 37 to 61 meters (120 to 200 feet). Intersections at Stoakley Road, Fox Run Boulevard, Dares Beach Road (MD 402) and Hallowing Point Road/Church Street (MD 231) are signalized. MD 2/4 also intersects with MD 263 (Plum Point Road) beyond the northern end of the project area and with MD 506 (Bowens Sixes Road) beyond the southern end of the project area, as shown on Figure 2. Many businesses and residences have direct access onto MD 2/4 via numerous entrances and individual driveways throughout the project area.

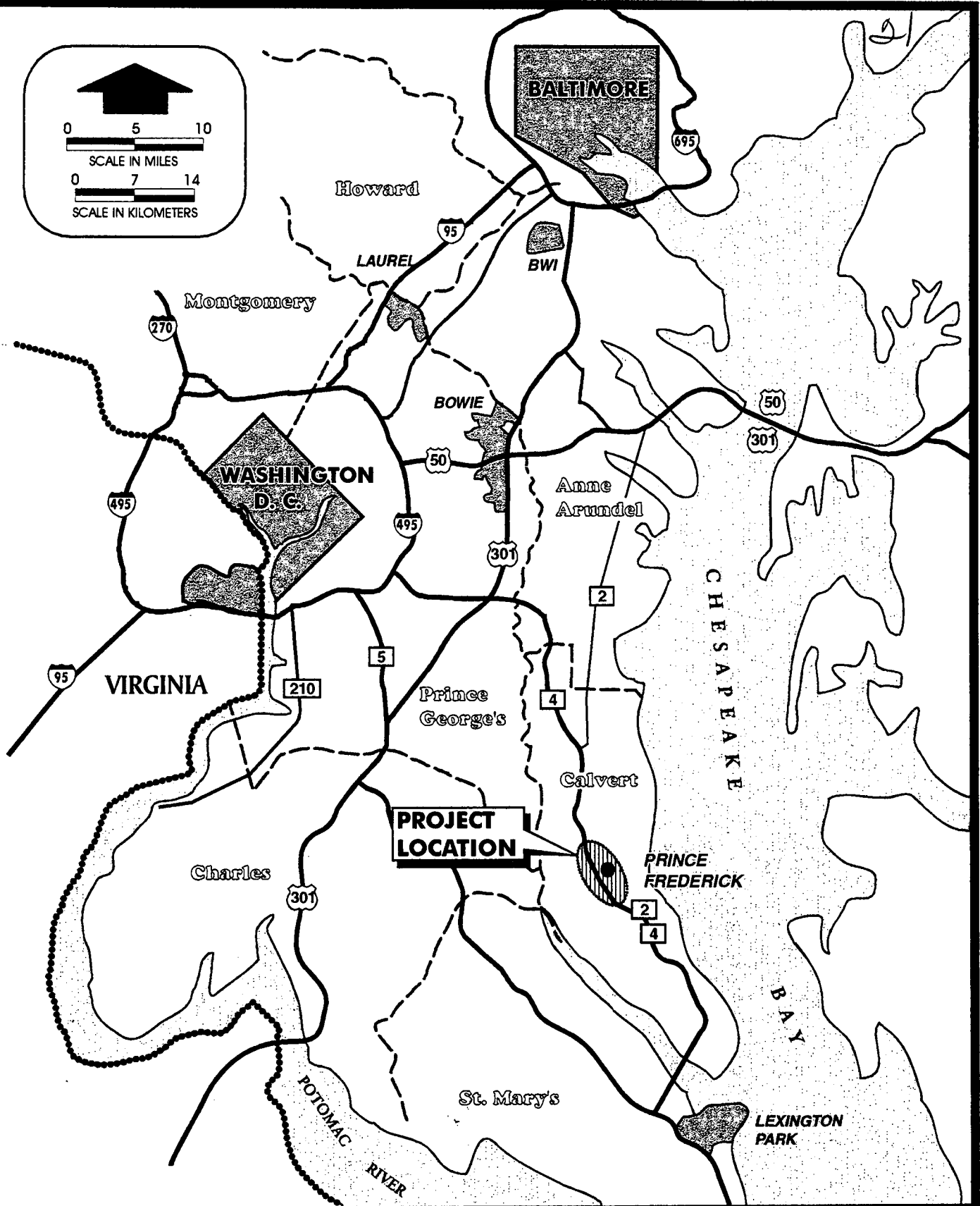
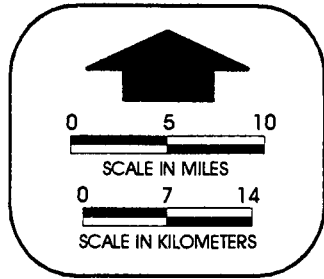
## 2. Purpose and Need for the Project

The purpose of this project is to improve traffic operations along the MD 2/4 corridor in the Prince Frederick area by providing adequate roadway capacity to safely and effectively serve existing traffic demand, as well as the increased demand expected to be generated by planned development. Currently, traffic congestion occurring along MD 2/4 in the Prince Frederick area results from locally oriented traffic conflicting with a high volume of through traffic. Along this segment of MD 2/4, there is a high concentration of traffic signals and access points which lead to unsafe conditions and a high accident rate. Traffic volumes are expected to increase in the project area as a result of planned growth, and this will intensify existing traffic congestion and current safety deficiencies.

Both the Calvert County Comprehensive Plan and Prince Frederick Master Plan identify Prince Frederick as a planned major growth area. Calvert County has averaged five percent growth in population per year since 1970, and Prince Frederick is expected to quadruple in population between 1990 and 2010. Rapid residential growth will occur as a result of jobs being created by economic development in the town center, and the planned expansion of public facilities such as water and sewer. Continuing pressure to use Prince Frederick as a bedroom community for Washington, D.C. and other major employment centers will also spur increased residential development. The expansion of the Patuxent Naval Air Station is among several attractions to the south of Prince Frederick that will sustain continued growth in long distance traffic on MD 2/4. Local planned development approved for implementation in the near future includes the expansion of the Fox Run Shopping Center and a residential development on Fairgrounds Road. The Calvert County Department of Planning and Zoning projects that the existing amount of office and commercial space in the Prince Frederick Town Center will double by the year 2010.

### Traffic Conditions

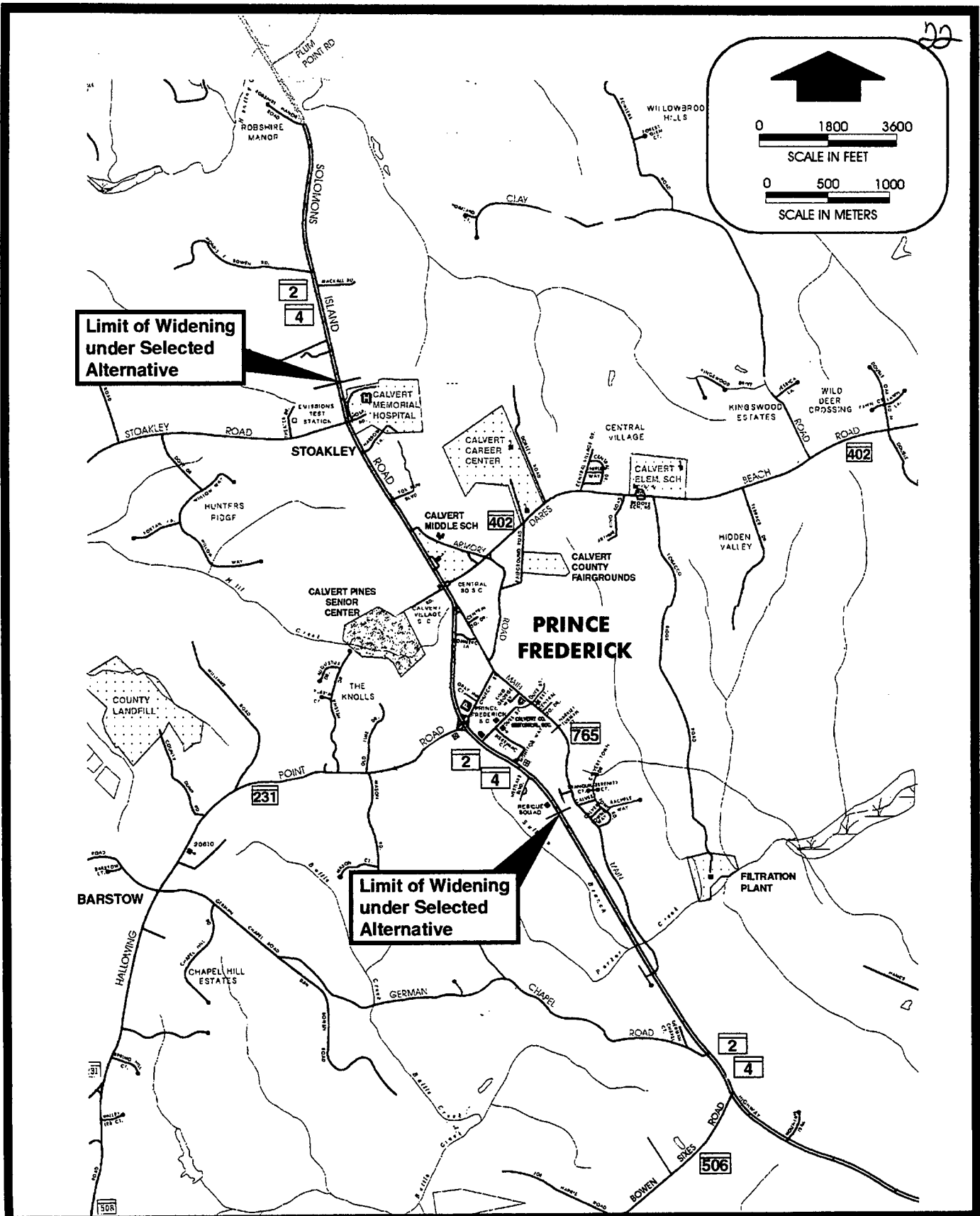
The existing Average Daily Traffic (ADT) volumes on MD 2/4 range from 26,300 to 29,900 vehicles per day (Figure 3). MD 2/4 is not a major through route for truck traffic; however, it serves as an important through route for commuters. Future land use in the project area is designated for additional commercial/employment and residential development. Taking into account the 2010 land use projections in the Prince Frederick area and the expected increase in through traffic volumes resulting from growth in Calvert and St. Mary's Counties, operations along MD 2/4 will deteriorate. The MD 2/4 ADT projections for 2015 range from 53,250 to 57,450 vehicles per day (Figure 3), which will result in worsening congestion within Prince Frederick. Signalized intersections, especially MD 231 and MD 402, would require reconstruction to improve their operation. Intersection improvements would only solve part of the traffic problem since there would still be numerous uncontrolled conflict points along MD 2/4.



**MARYLAND ROUTE 2 / 4  
PRINCE FREDERICK AREA**

**LOCATION MAP**

**FIGURE 1**



**MARYLAND ROUTE 2 / 4  
PRINCE FREDERICK AREA**

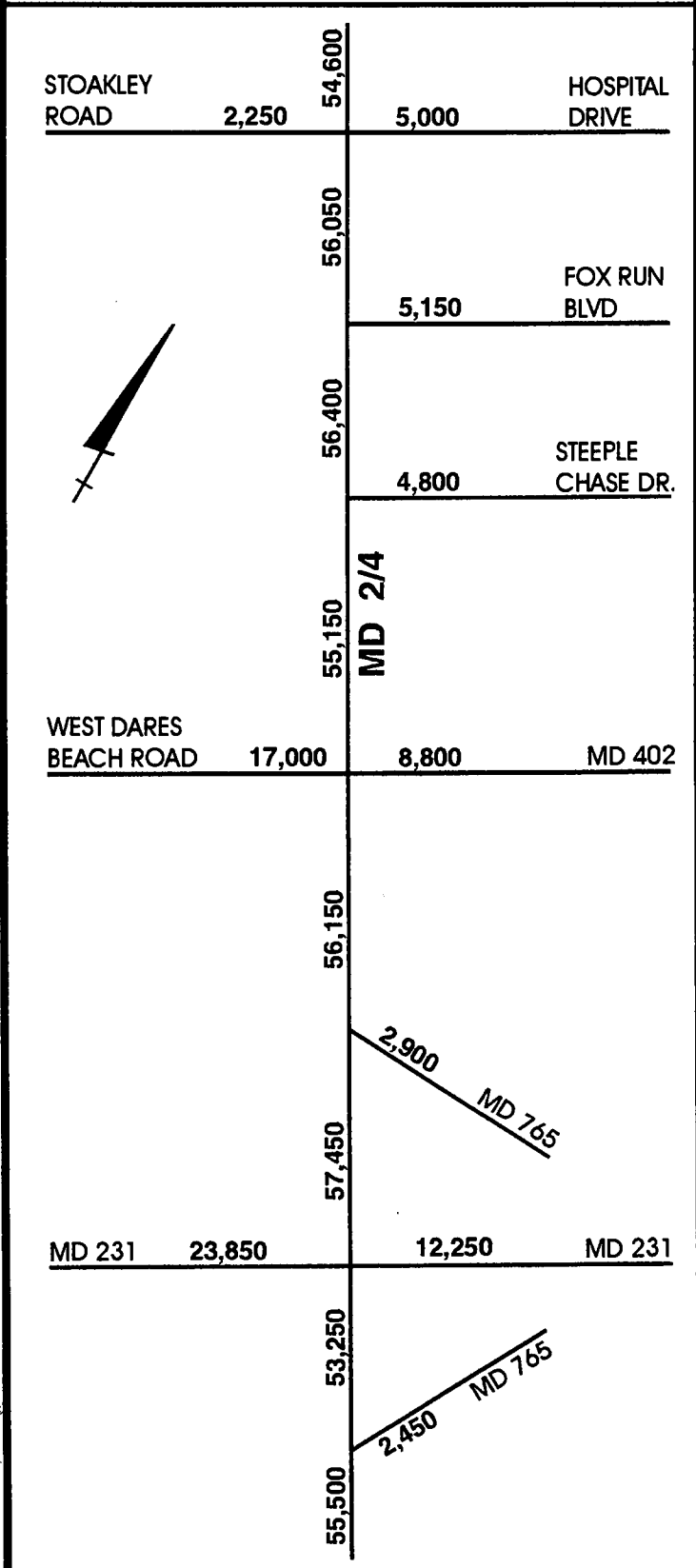
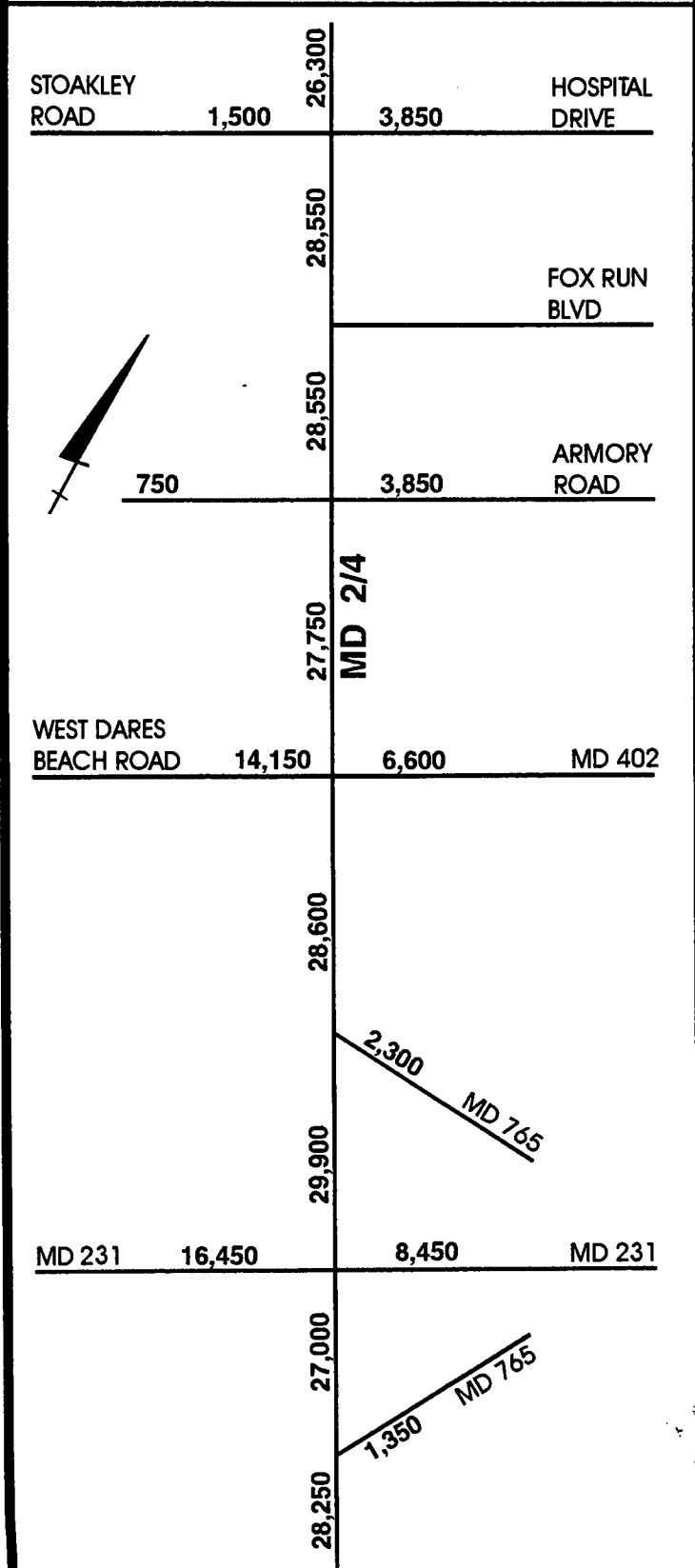
**PROJECT LOCATION MAP**

**FIGURE 2**

**EXISTING CONDITIONS**

**DESIGN YEAR 2015**

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**MARYLAND ROUTE 2 / 4  
PRINCE FREDERICK AREA**

**EXISTING CONDITIONS  
AND 2015 NO-BUILD  
AVERAGE DAILY TRAFFIC**

**FIGURE 3**

This segment of MD 2/4 is currently experiencing the worst of its congestion during the evening peak hours, primarily due to the conflict between locally oriented and through traffic. A peak hour origin and destination study, completed in the spring of 1993, showed that approximately 55 to 65 percent of the traffic volume on MD 2/4 in Prince Frederick is through traffic (where through traffic is defined as traffic entering Prince Frederick on MD 2/4 or MD 231 that is destined for locations outside of Prince Frederick.)

At the southern end of the project area, 70 percent of the traffic is in the peak direction (i.e., going north in the morning peak and going south in the evening peak). At the northern end, the traffic is split 50 percent south and 50 percent north in the morning peak with 60 percent south and 40 percent north in the evening peak.

**Level of Service**

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics and ranges from LOS A (Best) to LOS F (Worst or Forced Flow).

Following is an explanation of the various levels of service:

- LOS A - free traffic flow, low volumes, high speeds
- LOS B - stable traffic flow, some speed restrictions
- LOS C - stable flow, increasing traffic volumes
- LOS D - approaching unstable flow, heavy traffic volumes, decreasing speeds
- LOS E - low speeds, high traffic volumes approaching roadway capacity, temporary delays
- LOS F - forced flow with traffic delays

Table 2 shows a comparison between the existing conditions and 2015 no-build levels of service at various locations throughout the project area. Figure 4 shows peak hour volumes, A.M. and P.M., in the project area, as well as levels of service at signalized intersections for design year 2015 conditions.



2015, if no improvement to MD 2/4 is made. Each of the 2015 level of service analyses assume that only the segment of the proposed Collector Road System that is currently under construction (between MD 231 and West Dares Beach Road) is in place (see Section III.A.5).

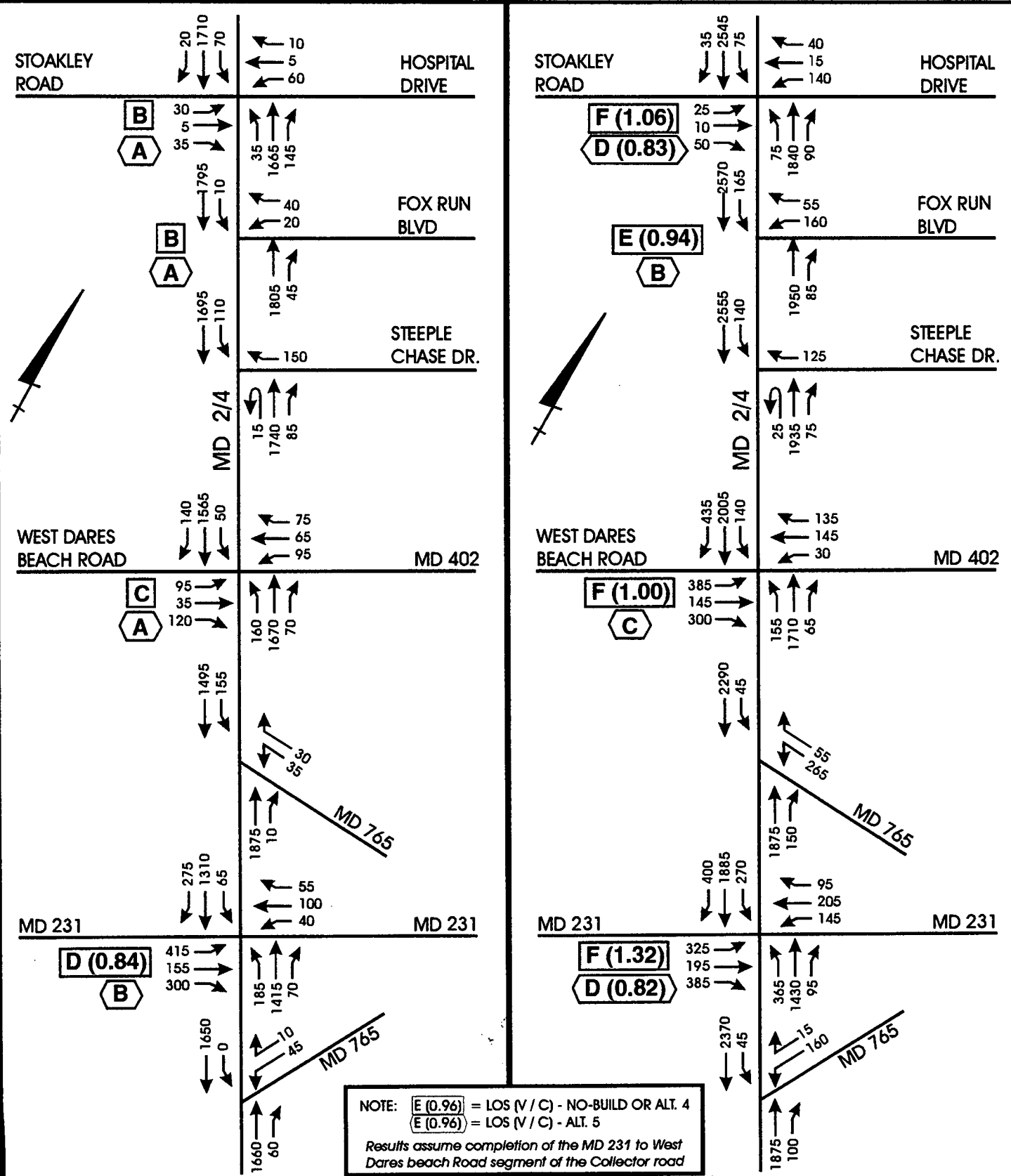
**TABLE 2  
LEVEL OF SERVICE SUMMARY**

MD 2/4 Intersection		Existing Conditions	2015 No Build	2015 Selected Alternative
Stoakley Road	AM	A	B	A
	PM	A	F(1.06)	D(0.83)
Fox Run Boulevard	AM	-	B	A
	PM	-	E(0.94)	B
MD 402	AM	A	C	A
	PM	C	F(1.00)	C
MD 231	AM	A	D(0.84)	B
	PM	C	F(1.32)	D(0.82)

Selected Alternative 5, with an additional through lane in each direction, will substantially improve levels of service as compared to the no-build alternative. With the modifications made subsequent to the public hearing to the Selected Alternative 5 lane configurations at the MD 2/4 intersection with MD 231 (see Section III.B.2), level of service D or better will be attained at all signalized intersections in the project area for the year 2015.

**2015 A.M. PEAK**

**2015 P.M. PEAK 26**



**MARYLAND ROUTE 2 / 4  
PRINCE FREDERICK AREA**

**2015 NO-BUILD AND  
SELECTED ALT. 5  
PEAK HOUR VOLUMES & LOS**

**FIGURE 4**

### Accident Statistics

MD 2/4 from Stoakley Road to MD 765 experienced a total of 346 accidents during the six year period between 1990 and 1995. The average accident rate for the study area was 151.9 accidents per every one hundred million vehicle miles of travel (accidents/100 mvm). This accident rate is significantly higher than the statewide average rate of 110.3 accidents/100 mvm for similarly designed highways. Angle, rear end and left-turn type accidents also significantly exceeded the statewide average rate, as did injury and property damage accidents as shown in Table 3.

**TABLE 3  
ACCIDENT RATE COMPARISON**

Accident Type	Study Area Rate	Statewide Rate
Angle	27.7	20.6
Rear End	58.4	25.9
Left-Turn	28.5	10.6
Injury	81.6	57.9
Property Damage	69.8	50.6

There were many rear end accidents at or near intersections which may be attributed to the high speeds associated with through traffic flow. Other factors contributing to the high accident rates in the study area for angle, rear end, left-turn, injury and property damage accidents include:

- Traffic congestion resulting from the high concentration of traffic signals and conflicts between high volumes of local traffic and through traffic on MD 2/4.
- Inefficient traffic operations at signalized intersections caused by residential and commercial entrances in close proximity to the intersection, resulting in congestion and safety deficiencies.

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By providing an additional northbound and southbound through lane, Alternative 5 would increase capacity on MD 2/4, reduce delays and provide more gaps in through traffic. This additional capacity, in combination with the continuous auxiliary lane, would make it easier and safer for vehicles to merge into the main flow of traffic, thereby decreasing the likelihood of angle accidents. The frequency of rear end collisions is also likely to decrease as the additional capacity, will allow a decrease in the duration of stop-and-go conditions and the length of queues from signalized intersections.

The Selected Alternative, as described in Section III.B.2, will address the safety deficiencies associated with the existing conditions and would accommodate planned growth in the area by reducing any additional safety problems associated with expected increases in traffic demand.

### 3. Project History

MD 2/4 first appeared in the 1962 State Highway Administration Twenty Year Highway Needs Study and was included in the 1965-1970 Primary Highway Construction Program for resurfacing and acquiring of right-of-way for a four-lane divided highway. MD 2/4 next appeared in the 1970 and 1971 Primary Highway Construction Programs as a four-lane divided highway to acquire right-of-way and construct the second roadway. The dualization of MD 2/4 through Calvert County was completed in the early 1970's.

The current project was first included in the 1988 Highway Needs Inventory as a divided highway reconstruction project, and was added to the Primary Development and Evaluation portion of the Consolidated Transportation Program (CTP) for fiscal years 1990-1995 for project planning studies beginning in fiscal year 1991. An Alternates Public Meeting was held in June, 1992. Subsequently, the scope of the project changed when bypasses around Prince Frederick were added. As a result, an Information Public Meeting was held in June, 1994, to present these additional alternatives under consideration. Subsequent to the June, 1994 Informational Public Meeting, a determination was made that the widening of MD 2/4 would result in satisfactory levels of service through the year 2015 (See Section II.D.). It was then decided that the bypass alternatives were to only be studied for use by Calvert County in their master plan study so that they could proceed in reserving future right-of-way. The bypass studies were, therefore, not included as alternatives for this study under the Combined NEPA/404 Process. (See section III.A.4. Related Projects).

A Combined Location/Design Public Hearing was held on June 6, 1996, at which MD 2/4 widening alternatives were presented as part of the Location/Design Approval process. The County's Collector Road System (see Section III.A.4) was presented for informational purposes, and the bypass alternatives were presented to obtain feedback for use by the County in its Master Plan process.

The project is included in the Development and Evaluation Program of the Maryland Department of Transportation's Consolidated Transportation Program for fiscal years 1996-2001. Funding is programmed for the engineering phase for improvements along the existing roadway.

#### **4. Master Plan Considerations**

The 1983 Calvert County Comprehensive Plan, Transportation Section, includes several objectives that address the need to provide for adequate traffic movement in the Prince Frederick Town Center. These objectives consist of:

- Staged development of a transportation system to complement the overall development of the county.
- Maintenance of MD 2/4 as the main transportation corridor providing for safe and efficient travel.
- Encouragement of transportation alternatives such as public transit, car pools, bikeways and pedestrian ways which reduce the dependency on individual automobiles.

Comprehensive Plan recommendations towards achieving the above objectives include: prohibiting access points on MD 2/4 wherever possible, limiting intersections to essential locations, implementing a program of spot improvements to address the needs of particular intersections and road segments, implementing sidewalks and otherwise encouraging bicycle and pedestrian uses.

The Prince Frederick Master Plan, adopted July 11, 1989, sets forth a road improvement plan that addresses the transportation needs of Prince Frederick, taking into consideration the objectives and recommendations of the 1983 Comprehensive Plan. The Master Plan supports the construction of roadway improvements to address the projected growth in traffic volumes on MD 2/4 and recommends consideration of the following options:

- 1) Construct a by-pass located outside the Prince Frederick Town Center to divert all traffic away from MD 2/4.
- 2) Widen MD 2/4 to six lanes.
- 3) Develop an interconnected roadway system in Prince Frederick, together with access controls, to relieve pressure on MD 2/4.
- 4) Establish MD 2/4 as a limited access highway, providing one entrance to the business district at the northern end of the Prince Frederick Town Center and one entrance at the southern end, and constructing an underpass at the intersection of MD 2/4 and MD 231 (Hallowing Point Road).
- 5) Design new roads to function as limited access roadways and do not restrict access on MD 2/4.

In summary, Selected Alternative 5 is consistent with both the 1989 Prince Frederick Master Plan and Zoning Ordinance and with the 1983 Calvert County Comprehensive Plan.

## **5. Related Projects**

### **Prince Frederick Collector Road System**

At the request of the permitting agencies, detailed engineering and environmental analyses were conducted for the proposed Prince Frederick Collector Road System and included in the Environmental Assessment document for information only. The analyses were completed to minimize environmental impacts through coordination with the permitting and other appropriate agencies.

The collector road would consist of a continuous two-lane undivided roadway with shoulders and curbs to the outside. The roadway would generally be constructed on new location, on both the west and east sides of MD 2/4 in Prince Frederick. With overpass crossings of MD 2/4 north of Stoakley Road and north of MD 765, the Collector Road System would ultimately result in a loop along the outside periphery of Prince Frederick.

The collector road would provide an alternate route to MD 2/4 for local traffic, thereby allowing more capacity for through trips which make up a majority of MD 2/4 traffic. The Collector Road System would also allow more opportunity for eliminating some of the access points on MD 2/4 through Prince Frederick.

A second option is being considered that would include additional measures, possibly as a future construction phase, to promote further access controls and enhanced capacity on MD 2/4. This option would include an additional overpass of MD 2/4, just south of Steeple Chase Drive, to allow a connection between the western and eastern halves of the collector road, independent of MD 2/4. At the Fox Run Boulevard, Steeple Chase Drive and MD 402 intersections with MD 2/4, the median openings and traffic signals would be eliminated, resulting in right-in, right-out intersections.

The first stage of the collector road, connecting West Dares Beach Road to MD 231, to the west of MD 2/4, is currently under construction by the County and is scheduled to be open to traffic in the summer of 1997.

#### **Master Plan Study of Prince Frederick Bypass Alternatives**

Also part of the process for evaluating MD 2/4 widening alternatives, but separate from the Location/Design Approval and NEPA aspects of the process, was the evaluation of the bypass alternatives, both to the west and east of Prince Frederick. The bypass alignment analysis remained separate from and less detailed than the NEPA evaluation of widening alternatives, based on the determination that the transportation needs of the Prince Frederick area could be met without a bypass, at least through the year 2015. However, it was recognized that should the need for a bypass become a reality, it would be advantageous to have mechanisms in place for corridor preservation. The results of the bypass alternatives analysis were used by Calvert County as a guide for master plan decisions.

Three bypass alignments were considered. Two of the alignments (Alternative 6 and 8) would be located to the west of Prince Frederick, and one of the alignments (Alternative 9) would be located to the east of town. Each of the alternatives would include a partial interchange with MD 2/4 at the north end, an at-grade connection at the south end, and a full interchange at MD 231 (west) or MD 402 (east). These locations would be the only access points for the bypass.

Each of the alternatives would consist of two through lanes and a full outside shoulder in each direction separated by a 10.4-meter (34-foot) depressed grass median. All alignments were proposed with a 97 kilometers per hour (60 miles per hour) design speed.

Based upon the results of the bypass evaluation, and comments from the public, the Calvert County Board of Commissioners has eliminated a bypass from consideration at this time.

### **Congestion Management Systems (CMS) Corridor Evaluation**

The Maryland Department of Transportation has completed an evaluation of potential CMS strategies for the MD 4 corridor between the Capital Beltway and Solomons, including the portion of the MD 2/4 within the Prince Frederick area. As part of this evaluation, required as part of the Intermodal Surface Transportation Efficiency Act (ISTEA), 12 congestion management strategy categories were identified as a guideline for consideration, listed as follows:

1. Transportation Demand Management
2. Traffic Operational Improvements
3. Measures to Encourage High Occupancy Vehicles
4. Public Transit Operational Improvements
5. Public Transit Capital Improvements
6. Measures to Encourage Nontraditional Modes
7. Congestion Pricing
8. Growth Management and Activity Center
9. Access Management
10. Incident Management System
11. Intelligent Transportation System
12. Addition of General Purpose Lanes

As a result of the CMS evaluation, the addition of general purpose lanes has been recommended as part of the congestion management solution for the corridor, and Alternative 5 is compatible with this strategy. The Selected Alternative is also consistent with several of the other CMS strategies identified in the corridor evaluation, including measures to encourage nontraditional modes (i.e., sidewalks and additional curb lane width for bicycles) and Access Management. (See Section III.B.).



**B. Alternatives****1. Alternatives presented at the Location/Design Public Hearing on June 6, 1996****a. Alternative 1 (No-Build)**

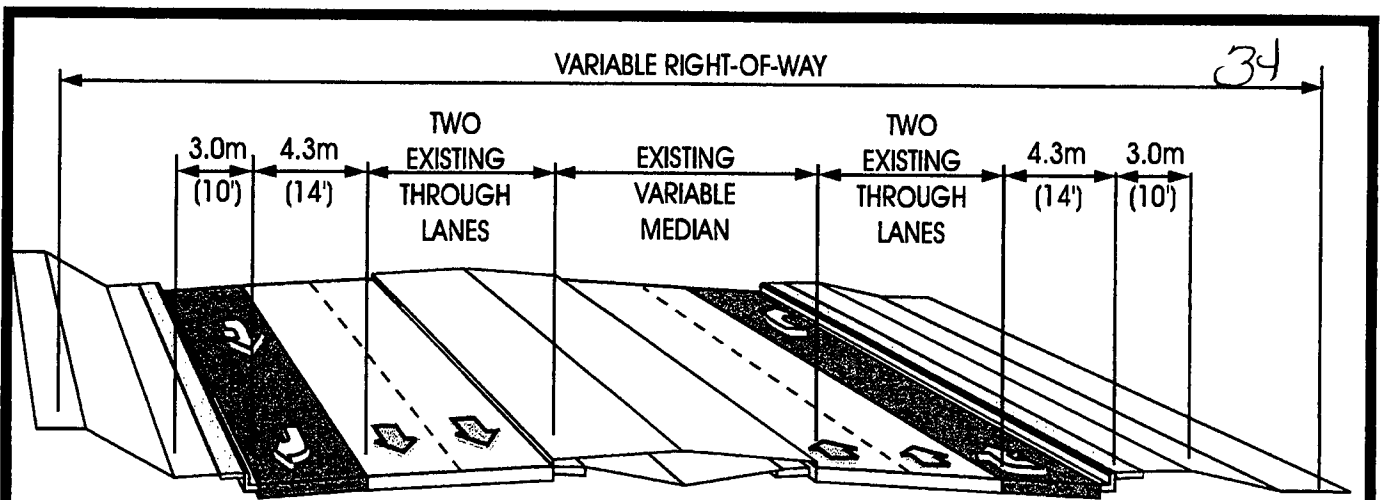
Alternative 1 (no-build) would have provided no major improvement along the study segment of MD 2/4 in the Prince Frederick area. Existing MD 2/4 consists of a four lane divided highway with paved shoulders. The median varies in width and is either curbed and raised or grassed and depressed. Minor improvements, such as resurfacing, would occur under the no-build as part of normal highway maintenance and safety operations. This routine maintenance would not measurably improve the ability of MD 2/4 to handle the predicted increase in traffic volumes.

This alternative was not selected because of its inability to meet the capacity needs of the corridor. As traffic volumes grow, traffic delays and the length of peak hours would expand. Detailed traffic analysis reveals that three of the four signalized intersections in the study area, from Stoakley Road to MD 231, will reach failing levels of service (LOS F) during the P.M. peak hour by the design year 2015. This segment of MD 2/4 also has a total accident rate that is significantly higher than the statewide average for similarly designed highways. It can be expected that as the magnitude of congestion increases over time, the rate of accidents will also increase.

**b. Alternative 4 Modified**

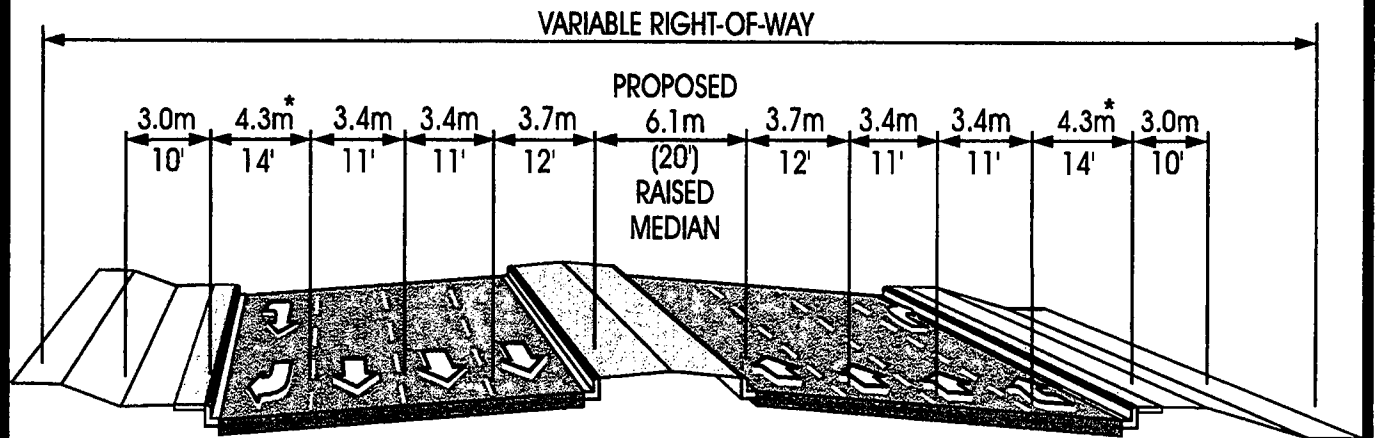
Alternative 4 Modified proposed improvements to existing MD 2/4 between the Calvert Memorial Hospital, just north of Stoakley Road, and the Rescue Squad, approximately 1067 meters (3500 feet) south of MD 231. The limits of improvement associated with this alternative were based on the need to improve traffic operations and safety through portions of MD 2/4 with a high concentration of signalized intersections, side roads and driveway entrances. North of Stoakley Road and south of the Rescue Squad, the character of MD 2/4 changes into one of considerably less existing and planned development, and levels of service are adequate through the design year without any improvements.

This alternative consisted of reconstruction of the existing shoulders to provide a continuous, curbed, 4.3-meter (14-foot) wide outside auxiliary lane in each direction with 3.1 meters (10 feet) of backing behind the curb. An option was considered to stripe this outside lane as through lane at



**ALTERNATIVE 4 MODIFIED**

**4 LANE DIVIDED CURBED ROADWAY WITH AUXILIARY LANES AND SIDEWALKS**



**SELECTED ALTERNATIVE 5**

**6 LANE DIVIDED CURBED ROADWAY WITH AUXILIARY LANES AND SIDEWALKS**

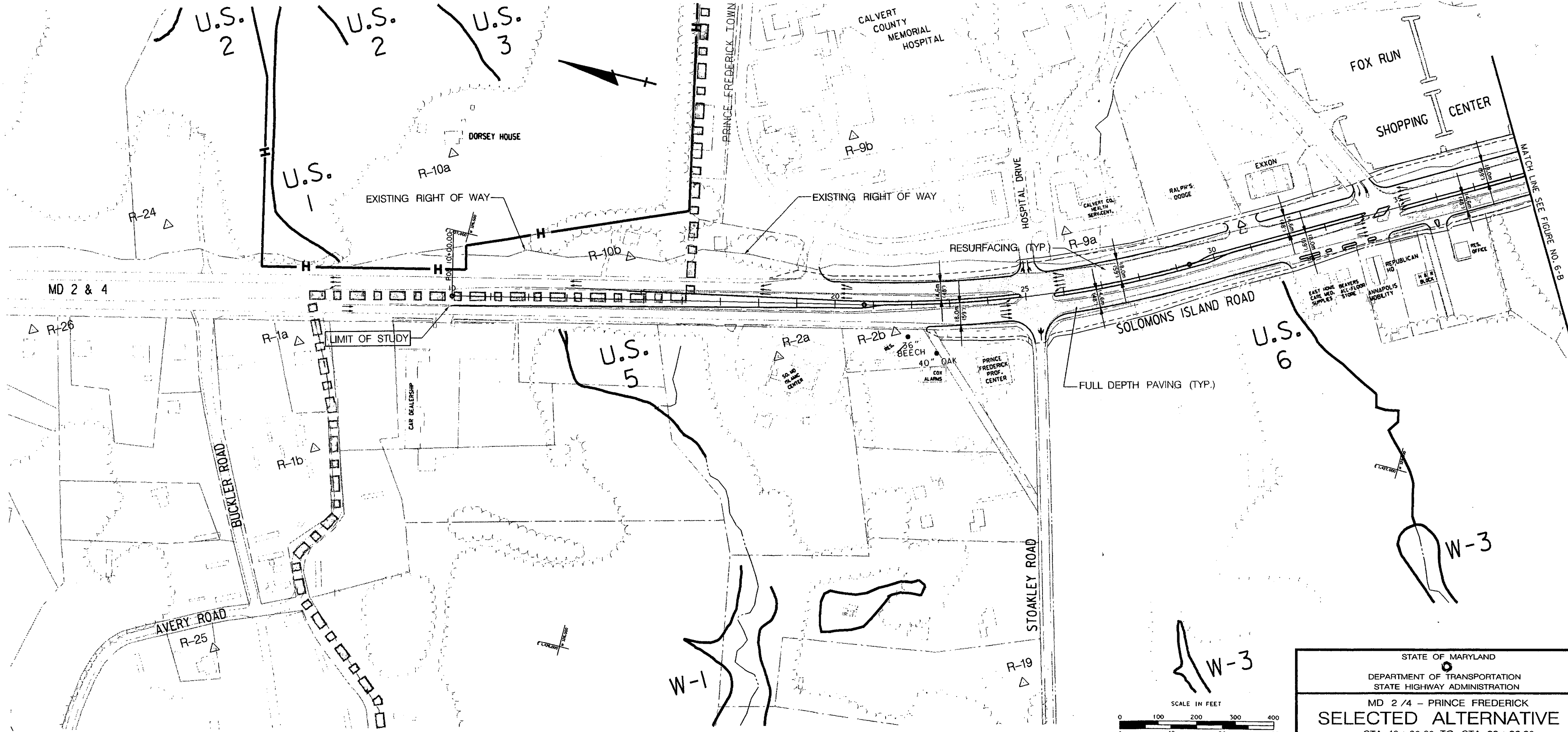
\* An auxiliary lane width of 3.7m (12') was presented at the public hearing. The additional 0.6m (2') of width provides bicycle compatibility.

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

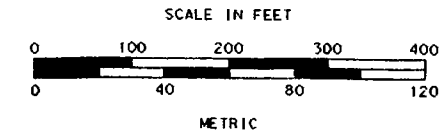
**MARYLAND ROUTE 2 / 4  
PRINCE FREDERICK AREA**

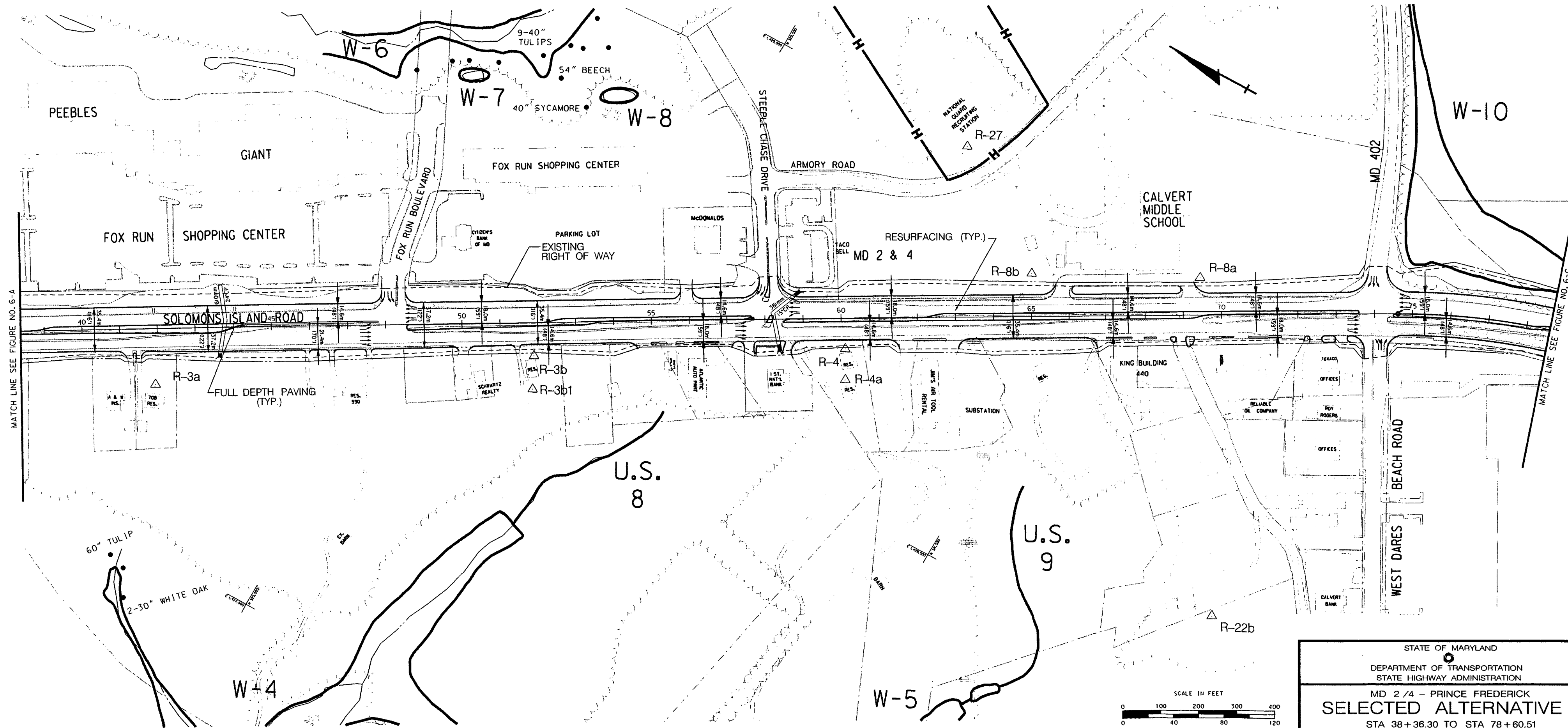
**TYPICAL SECTIONS  
ALTERNATIVES PRESENTED AT THE  
LOCATION/DESIGN PUBLIC HEARING**

FIGURE 5



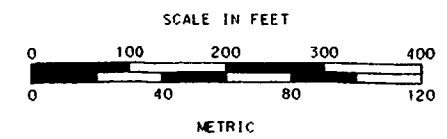
STATE OF MARYLAND		
DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		
MD 2/4 - PRINCE FREDERICK <b>SELECTED ALTERNATIVE 5</b> STA 10+00.00 TO STA 38+36.30		
DATE JAN., 1997	SCALE 1 : 2400 (1" = 200')	FIGURE 6-A





MATCH LINE SEE FIGURE NO. 6-A

MATCH LINE SEE FIGURE NO. 6-C

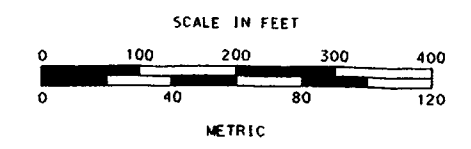
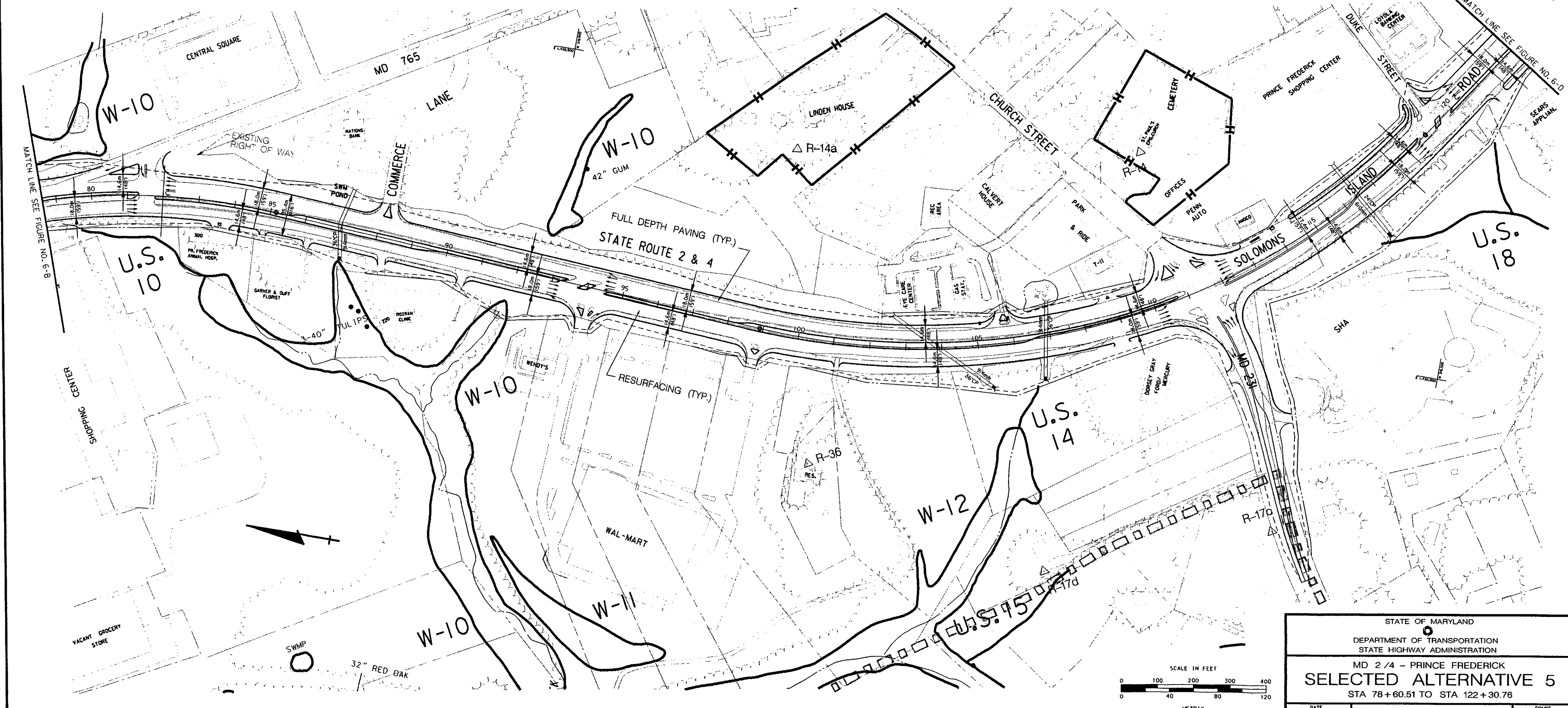


STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

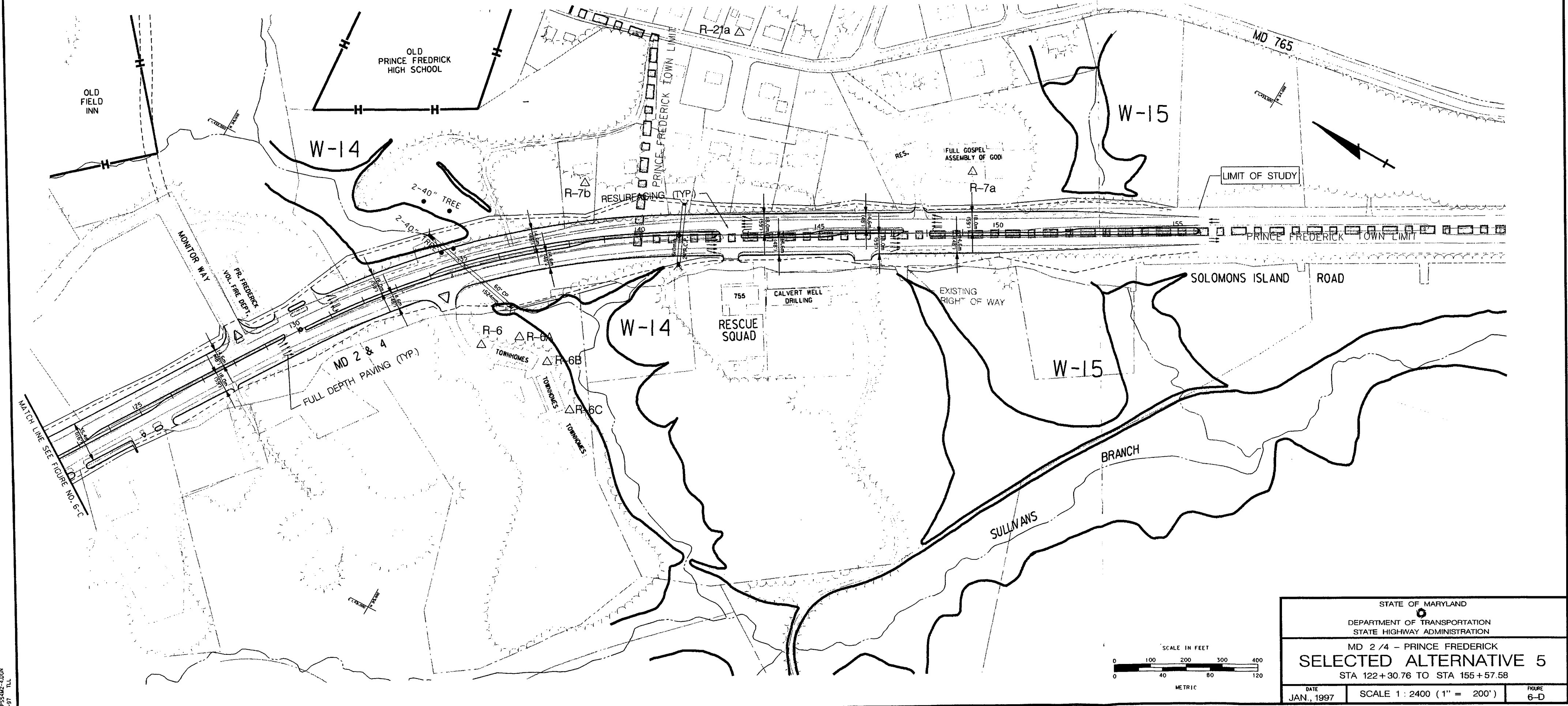
**MD 2/4 - PRINCE FREDERICK  
SELECTED ALTERNATIVE 5**

STA 38+36.30 TO STA 78+60.51

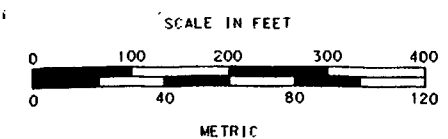
DATE JAN., 1997	SCALE 1 : 2400 (1" = 200')	FIGURE 6-B
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STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 MD 2/4 - PRINCE FREDERICK  
**SELECTED ALTERNATIVE 5**  
 STA 78+60.51 TO STA 122+30.76  
 DATE: JAN, 1997      SCALE 1 : 2400 (1" = 200')      FIGURE 6-C



FILE P554M2-4.DGN  
01-14-97 TLL



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

MD 2/4 - PRINCE FREDERICK  
**SELECTED ALTERNATIVE 5**  
STA 122+30.76 TO STA 155+57.58

DATE JAN., 1997	SCALE 1 : 2400 (1" = 200')	FIGURE 6-D
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in the following section, modifications to the intersection lane configuration at MD 231 and the curb lane width were made subsequent to the public hearing.

**2. Selected Alternative 5 Modifications Made Subsequent to the Location/Design Public Hearing**

In response to comments concerning Alternative 5 received subsequent to the Location/Design Public Hearing, several minor modifications to the alternative's design, were made, as follows:

**a. Lane Configuration at the MD 2/4 Intersection with MD 231**

As presented at the public hearing, Alternative 5 by itself would have resulted in level of service (LOS) D or better at each of the four MD 2/4 signalized intersections within the project area, except MD 231 in the PM peak (LOS F,  $V/C=1.14$ ). It was assumed at that time that the Prince Frederick Collector Road System, which would sufficiently divert traffic from this intersection to allow it to operate under capacity, would be implemented in the near future. Based on the interrelationship in traffic operations between MD 2/4 and the proposed collector road, and the apparent similarity in construction schedules, the Army Corps of Engineers determined that the cumulative impacts of MD 2/4 and the collector road would need to be addressed collectively unless Alternative 5 alone could provide satisfactory LOS.

Subsequent analysis determined that additional left turn lanes for the northbound-to-westbound and eastbound-to-northbound movements at the MD 231 intersection would result in LOS D or better for each peak condition. These left turn lanes, for which additional impacts consist only of minor strip property acquisition at a cost of approximately \$700,000, have been incorporated into the Selected Alternative.

**b. Width of Continuous Auxiliary Lane**

In response to comments from the Calvert County Department of Planning and Zoning subsequent to the public hearing, analysis was conducted for providing 0.6 meter (2 feet) of additional width [ increase from 3.7 to 4.3 meters (12 to 14 feet)] to the continuous auxiliary lane in each direction to allow greater compatibility with bicycle use.

Based on the minimal additional impacts caused by this wider section, primarily consisting of minor isolated parking space eliminations, and the additional cost of approximately \$1.1 million (including right-of-way), the 4.3-meter (14-foot) wide auxiliary lane has been incorporated into the Selected Alternative. The resulting typical section is indicated on Figure 5. A plan of Selected Alternative 5, including the above modifications, is included in Figures 6A through 6D. The selection of this alternative is based on its ability to provide adequate capacity at each of the signalized intersections in the project area through the design year 2015, the boulevard-like landscape opportunities it provides and the allowance it makes for bicycles and pedestrians with a relatively minor level of impact, comparable to Alternative 4 Modified.

### 3. Environmental Consequences of the Selected Alternative

#### a. Social/Economic

##### 1) Displacements and Relocations

The Selected Alternative would not result in any business or residential displacements.

##### 2) Right-of-Way Requirements

The Selected Alternative requires the acquisition of right-of-way from residential, commercial and church/school properties, as summarized in Table 4 below.

TABLE 4  
RIGHT-OF-WAY SUMMARY

LAND USE	PARCELS AFFECTED	AREA HECTARES (ACRES)
Residential	19	1.5 (3.7)
Business/Commercial	45	3.3 (8.1)
Church/School	2	0.9 (2.0)
<b>Total</b>	<b>66</b>	<b>5.7 (13.8)</b>

The right-of-way required for each parcel will be in the form of strip takes, varying in width from 0 to 27 meters (0 to 90 feet) along the MD 2/4 frontage for the parcel. Subsequent to the Location/Design Public Hearing, the northern limit of the proposed southbound roadway improvement was shifted south to avoid impacts to the Southern Maryland Islamic Center and one



residential property; and additional widening was included for the MD 231 intersection, resulting in one additional business parcel affected.

### 3) **Environmental Justice/Title VI Statement**

Because there are no business or residential displacements, there will be no adverse and disproportionate impacts to minority and low-income communities as required by Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, February 1994.

#### **Title VI Statement**

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

### 4) **Community Disruption**

The Selected Alternative will benefit residential and commercial areas along existing MD2/4 by providing additional roadway capacity to reduce delays for motorists along MD 2/4, which in turn will likely reduce the likelihood of accidents. Improved auxiliary turning lanes at intersections, entrances and driveways will ease access to abutting properties. The 4.3-meter (14-foot) right turn auxiliary lane width will better accommodate bicycle use.

Since MD 2/4 is an existing facility, the widening of MD 2/4, under Selected Alternative 5, will not cause the separation of residents from other residents or separation from community facilities, nor produce any adverse changes in social interaction, or disrupt community cohesion. No new divisions of neighborhoods will occur.

Some minor temporary disruption (e.g., minor detours, lane reductions, etc.) Will be required during construction. During construction, there may also be a temporary increase in noise from heavy equipment and fugitive dust.

#### **5) Effects on Access to Community Services and Facilities**

The Selected Alternative will result in some impacts to residential and commercial property access along MD 2/4. Following the disruption caused by construction, access will generally be improved due to the general increase in capacity, (reduction in travel times) and improved auxiliary turning lanes into the properties. Many of the existing businesses along MD 2/4, primarily on the west side, have parking lots between MD 2/4 and the buildings. As indicated on Figures 6A through 6D, reconstruction of nearly all of these business entrances would be required, causing some minor changes in turning radii and striping in the parking areas. The basic locations of the curb breaks and median openings along the entire length of the improvement will remain unchanged. Parking impacts will be minor at nearly all locations, the greatest impact being at the Prince Frederick Shopping Center and the Dorsey Gray Ford/Mercury automobile dealership, where approximately 50 and 40 spaces will be eliminated, respectively. During the design phase of the Selected Alternative, the State Highway Administration will coordinate with all affected property owners to determine the design that is the least disruptive to access and parking and, if necessary, develop replacement parking areas.

With the Calvert Memorial Hospital, the Prince Frederick Volunteer Fire Department and Rescue Squad all located within the project limits for the Selected Alternative, MD 2/4 is essential to emergency vehicle access. The additional capacity on MD 2/4 will likely improve emergency vehicle response times.

#### **6) Regional and Local Economic Impacts**

MD 2/4 is the primary north-south transportation corridor for all of Calvert County. Given that Calvert County is basically a peninsula, over 48 kilometers (30 miles) in length, with few connections to land on either side, MD 2/4 has extreme importance, especially to businesses in the region. MD 2/4 is the primary commuter route between Calvert County and the Baltimore/Annapolis/Washington, D.C. metropolitan area. MD 2/4 is also the primary means of access to the community of Solomons and St. Mary's County, which are heavily dependent upon the tourism industry. The improved facility will better accommodate the transportation of goods and services, thus supporting County economic development efforts. The expansion of residential and commercial areas supported by the Selected Alternative will have a positive effect on the County's tax base and revenues.

The Selected Alternative provides relief to traffic congestion and improvement to mainline levels of service. Travel times for tourists and commuters traveling through Prince Frederick would be shorter.

The Selected Alternative will not displace any businesses. A total of 3.3 hectares (8.1 acres) of strip right-of-way will be required from existing businesses. The widening at some of the businesses will require the relocation of parking, landscaping and/or signs to accommodate the proposed grading.

Many of the businesses along MD 2/4 will benefit from the improved capacity and accessibility to adjacent properties to be provided by the Selected Alternative. Motorists are more likely to patronize businesses if delays in getting off and back on to the highway are minimized.

**b. Land Use and Growth Management**

**1) Land Use Impacts**

The Selected Alternative is consistent with the current Calvert County Comprehensive Plan and the Prince Frederick Master Plan. It is consistent with goals set forth in the Master Plan to:

- Ensure that public facilities (e.g., water, sewer and roads) are adequate to support growth.
- Maintain high standards of road safety and minimize traffic congestion.

Although the Selected Alternative will enhance operational characteristics of MD 2/4, it is not expected to place additional development pressure on low growth areas in the general vicinity, nor cause or encourage land uses that are not compatible with area master plans.

**2) Growth Management**

The project is also consistent with Maryland’s Economic Growth, Resource Protection and Planning Act of 1990 and its seven “visions or policies.” The Selected Alternative supports the intent of the Planning Act by maintaining the traffic activity within Prince Frederick, rather than diverting it around the growth area. The Selected Alternative’s proposed boulevard-like amenities (e.g., reduced lane widths, landscaping and bicycle accommodation) support Prince Frederick as a community and a destination point.

c. **Cultural Resources**

1) **Historic Sites**

Eight historic sites on or eligible for the National Register of Historic Places were identified in the project area. They consist of Central School, Arthur Dorsey House, Davis and Upton Law Offices, Old Field Inn, Old Prince Frederick High School and Superintendents's House, St. Paul Episcopal Church, the National Guard Armory and Linden. Coordination with the Maryland Historical Trust indicates that the Selected Alternative will have no effect on any of the historic sites.

2) **Archeological Sites**

**Archeological site 18CV350** is an 18th century domestic site identified from artifacts found in shovel test pits containing intact soils. Phase II investigations would be required to fully assess integrity and significance. This site is not impacted by the Selected Alternative.

**Archeological site 18CV344** is a mid-18th century domestic site with a series of artifact concentrations representing former building locations or activity areas. This site is not impacted by the Selected Alternative.

**Archeological 18CV353**, the Ireland cemetery, is a deteriorated historic cemetery of unknown dimensions. This site is not impacted by the Selected Alternative.

The entire Drum Point Railroad bed from Millersville to Drum Point has been determined to be National Register eligible under Criterion A and C. Preservation in place is warranted for the entire resource, however, the site will not be impacted by the Selected Alternative.

Maryland Historical Trust concurrence in a no effect determination to significant cultural resources, including archeological resources and historic standing structures, was received on May 8, 1996 (See Correspondence Section).

**d. Natural Environment**

**1) Geology, Topography and Soils**

The Selected Alternative will not result in any substantial adverse impact to the study area's geology, topography or soils. The proposed improvement consists of widening of the existing roadway, basically at the same grade, and thus requires only minor excavation, removal of existing paving and filling adjacent to the existing road.

The final design geotechnical investigation for the Selected Alternative will determine the properties of the materials to be excavated during construction and to establish their weathering characteristics. The actual cut and fill slope configurations required to provide a stable roadway with minimal damage to the environment will be determined at that time. Due to the erosion potential of the area's soils, sediment control structures, staging of construction activities, and revegetation or mulching will be used to minimize erosion and sedimentation.

Based on the information provided on the Farmland Conversion Impact Rating Form by the United States Department of Agriculture Soil Conservation Service (see Section VI Correspondence in the Environmental Assessment), the Selected Alternative will have no impact on prime and unique farmland soil or statewide and local important farmland soil. There will be no impact to any Agricultural Preservation Districts or Farm Community Districts with the Selected Alternative since any such districts are located outside the project area.

**2) Surface Water and Groundwater**

The streams in the study area include Sullivan Branch, which is a tributary to Parker Creek; Mill Creek and Fox Point Creek, which are tributaries of Hunting Creek; and Battle Creek. All of these waters are classified as Use I, with in-stream construction prohibited during the period of March 1 through June 15, inclusive, during any year.

The Selected Alternative consists solely of widening an existing facility; thus improvements will not require any new crossings of any streams or tributaries. Since existing MD 2/4 is located at or near the primary ridge line running generally north-south near the center of the peninsula comprising Calvert County, impacts to surface water courses including long term effects on water quality, will be minimal, consisting of extensions of (and possibly modifications to) existing cross culverts and storm drain outfall pipes. Structure sizes will be determined in final design.

Table 5 below contains a summary of the locations and lengths of the storm drain outfall pipe extensions:

**TABLE 5**  
**STORM DRAIN PIPE OUTFALL**  
**EXTENSIONS WITH THE SELECTED ALTERNATIVE**

LOCATION ALT.5 STATION	PIPE SIZE	APPROX. LENGTH OF EXTENSION	WETLANDS OR WATERS OF THE U.S. INVOLVEMENT
43+80	610 mm (24") RCP	6.7 m (22 ft)	---
58+10	380 mm (15") RCP	11.0 m (36 ft)	---
86+95	914 mm (36") RCP	6.1 m (20 ft)	W-10
103+85	914 mm (36") RCP	6.1 m (20 ft)	---
106+95	914 mm (36") RCP	6.1 m (20 ft)	U.S.14
116+40	610 mm (24") RCP	8.5 m (28 ft)	U.S.18
134+80	1524 mm (60") CMP	10.4 m (34 ft)	W-14
141+05	610 mm (24") RCP	5.8 m (19 ft)	W-14

**Notes:**

1. Stationing is indicated on Figures 6A-6D.
2. RCP = Reinforced Concrete Pipe  
CMP = Corrugated Metal Pipe
3. Additional information concerning wetlands and Waters of the U.S. impacts is provided in the aquatic habitat section.

The culvert extensions will require permits from the Maryland Department of the Environment and, in some cases, Section 404 permits from the US Army Corps of Engineers

The increase in impervious surface area resulting from the proposed improvements would produce a proportionate increase in the amount of roadway runoff carrying vehicle generated pollutants (i.e., oil, coolants, brake line, rubber, etc.). Stormwater runoff will be managed under the Department of Environment, Stormwater Management Regulations. The project will be designed in accordance with the Maryland Stormwater Management Act which limits increases in downstream

discharges. Infiltration practices will be considered; their feasibility will depend upon soil depths, infiltration rates and water table elevations determined during the final design phase. Stormwater Best Management Practices (BMP's) to be applied on this project will include vegetated swales and retention and detention ponds, and will tend to filter out pollutants and decrease their concentration.

To minimize water quality impacts, final design for the proposed improvements will include plans for grading, sediment and erosion control, and stormwater management, in accordance with State and Federal laws and regulations. Final plans require review and approval by the Maryland Department of the Environment, Water Management Administration. Sediment and erosion control measures will be designed and implemented in accordance with the "1991 Maryland Standards and Specifications for Soil Erosion and Sediment Control". Typical temporary sediment control measures which are installed in a project of this type include straw bale structures, slope silt fence, sediment traps, rip-rap linings, fiberglass erosion stops, dikes and swales, soil stabilization matting and stabilized construction entrances. The area disturbed by the construction will be held to a minimum and revegetated promptly after grading to minimize the potential for erosion and sedimentation.

### **3) Floodplains**

None of the streams crossed by the Selected Alternative have associated 100-year floodplains. No impacts to 100-year floodplains are anticipated with the Selected Alternative.

### **4) Terrestrial and Aquatic Habitat**

#### **Terrestrial**

Adverse effects on wildlife attributable to Selected Alternative 5 will be minimal since the improvement consists of median and outside widening of an existing dual highway in an area with extensive development.

Selected Alternative 5 will require terrestrial habitat consisting of 1.1 hectares (2.6 acres) of woodland, immediately adjacent to the existing right-of-way.

The State Forest Conservation Act of 1991 includes Section 2 (the "Reforestation Act") which requires the minimization of cutting or clearing trees, replacement of wooded areas affected and/or contributions to a Reforestation Fund for highway construction projects. The Selected Alternative for this project would comply with the Forest Conservation Act.

The Reforestation Act prefers that replacement occur on-site. If on-site replacement is not possible, off-site replacement within the same watershed sub-basin is permitted. In the event that no suitable off-site area is available, a monetary contribution for each acre deforested is to be deposited in the Reforestation Fund of the Department of Natural Resources (DNR).

Coordination with the U.S. Fish and Wildlife Service and the Maryland Department of Natural Resources indicated that no federally listed threatened or endangered species are known to exist in the project area and therefore, would not be affected by the Selected Alternative. There would be no effect on any of the cypress tree knees that are known to exist in the study area. There would be no effect on the identified state threatened plant, single-headed pussy toes, which occurs along Parker Creek, as the Selected Alternative remains at least 305 meters (1,000 feet) ± north of Parker Creek.

**Aquatic (Wetlands)**

Pursuant to Executive Order 11990, Protection of Wetlands, all practicable means to avoid or minimize harm to wetlands in the project corridor have been included as part of this project. Sixteen palustrine and riverine wetland areas were identified in the project study area by use of Routine On-Site Procedures as described in the "Federal Manual for Identifying and Delineating Jurisdictional Wetlands," (1987). National Inventory Wetlands (USFWS) maps and hydric soils maps were used to support and confirm the findings. A summary of the wetlands, in the vicinity of the Selected Alternative, listing the locations, quality classifications and values of the wetlands is shown on Table 6. Approximately 0.2 hectare (0.5 acre) from two wetlands will be unavoidably impacted by the Selected Alternative. Concurrence with these wetland boundaries has been confirmed during field investigations on October 5, 1995, and October 17, 1995 with representatives from the U.S. Army Corps of Engineers, the Maryland Department of the Environment, the U.S. Fish and Wildlife Service. Minutes of the wetland field review meetings are included in the Correspondence Section.

As discussed below, due to the proximity of the wetland areas to the existing roadway, the total avoidance of wetlands was not feasible and reasonable.



**TABLE 6  
WETLANDS SUMMARY**

<b>WETLAND SYSTEM</b>	<b>LOCATION</b>	<b>SITE DESCRIPTION</b>	<b>COWARDIN CLASSIFICATION</b>	<b>DOMINANT PLANTS</b>	<b>VALUE</b>
W-1	West of MD 2/4, 244 meters (800 feet) ± north of Stoakley Road Hunting Creek Watershed	stream and associated wooded swamp	Paulstrine forested broad leaved deciduous PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum Linder benzoin	High
W-2	East of Calvert County Memorial Hospital Hunting Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Scirpus spp. Lindera benzoin Onoclea sensibilis	High
W-3	Just south of Stoakley Road, west of MD 2/4 Hunting Creek Watershed	stream and associated wood swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Plantanus occidentalis Liquidambar styraciflua Acer saccharinum Lindera benzoin	High
W-4	305 meters (1,000 feet) ± west of MD 2/4, 610 meters (2,000 feet) ± south of Stoakley Road Hunting Creek Watershed	pond, stream and associated wooded swamp and marsh	Palustrine forested broad leaved deciduous, temporary PFO1A Paulustrine open water impoundment POWZh	Lindera benzoin Acer rubrum Juncus effusus Impatiens palidus Scirpus spp.	High

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**TABLE 6**  
**WETLANDS SUMMARY (CON'T)**

WETLAND SYSTEM	LOCATION	SITE DESCRIPTION	COWARDIN CLASSIFICATION	DOMINANT PLANTS	VALUE
W-5	366 meters (1,200 feet) ± west of MD 2/4 and 396 meters (1,300 feet) ± north of MD 402 Hunting Creek Watershed	pond, stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A Paulstrine open water impoundment POWZh	Lindera benzoin Acer rubrum Juncus effusus Impatiens palidus Scirpus spp.	High
W-6	East of Taco Bell restaurant Hunting Creek Watershed	stream and associated wooded swamp	Paulstrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum Lindera benzoin	High
W-7	Southeast of wetland W-6, behind the Fox Run Shopping Center Hunting Creek Watershed	pond	Palustrine open water impoundment POWZh	Typha latifolia Juncus effusus	Medium
W-8	Southeast of wetland W-6, behind the Fox Run Shopping Center Hunting Creek Watershed	pond	Paulstrine open water impoundment POWZh	Typha latifolia Juncus effusus Scirpus spp.	Medium
W-9	457 meters (1,500 feet) ± east of MD 2/4 and 305 meters (1,000 feet) ± north of MD 402 (Southwest of wetland W-6) Hunting Creek Watershed	pond, stream and associated wooded swamp	Palustrine open water impoundment POWZh Palustrine forested broad leaved deciduous PFO1A	Spirodela polyrhiza Juncus effusus Scirpus spp.	High

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**TABLE 6  
WETLANDS SUMMARY (CON'T)**

<b>WETLAND SYSTEM</b>	<b>LOCATION</b>	<b>SITE DESCRIPTION</b>	<b>COWARDIN CLASSIFICATION</b>	<b>DOMINANT PLANTS</b>	<b>VALUE</b>
W-10	Near Commerce Lane, on both sides of MD 2/4 Hunting Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum	High
W-11	Adjacent of Wal Mart Parker Creek Watershed Hunting Creek Watershed	Stormwater management pond	Palustrine open water impoundment (POWZh)	Typha latifolia Impatiens palidus Juncus effusus	Low
W-12	North of MD 231 and west of MD 2/4 Hunting Creek Watershed Parker Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum	High
W-13	East of Armory Road of MD 765 Parker Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Scirpus spp. Lindera benzoin	High
W-14	East of Armory Road at MD 765 Parker Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum	High

**TABLE 6**  
**WETLANDS SUMMARY (CON'T)**

WETLAND SYSTEM	LOCATION	SITE DESCRIPTION	COWARDIN CLASSIFICATION	DOMINANT PLANTS	VALUE
W-15	914 meters (3,000 feet) ± to 1828 meters (6,000 feet) ± south of Duke Street on both sides of MD 2/4 Parker Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous, temporary PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Acer saccharinum	High
W-16	Just north of MD 765 - MD 2/4 intersection Parker Creek Watershed	stream and associated wooded swamp	Palustrine forested broad leaved deciduous PFO1A	Salix niger Acer rubrum Platanus occidentalis Liquidambar styraciflua Scirpus spp. Lindera benzoin	High

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### Wetland W-10

Wetland W-10 (High Value) is located near Commerce Lane on both sides of existing MD 2/4, and is shown on Figures 6B and 6C. This wetland is part of the same system as wetland W-12, as both are tributaries of Mill Creek and associated forested floodplain. Wetland W-10 is classified as palustrine forested broad leafed deciduous, with a temporarily flooded water regime (PFO1A). The site is dominated by sycamores (*Platanus occidentalis*), black willows (*Salix niger*), sweet gums (*Liquidambar styraciflua*), red maples (*Acer rubrum*), and silver maples (*Acer saccharium*). Soils in the forested floodplain were mixed alluvial sands with bright red brown mottles. These soils had a hue of 2.5 YR, value of 5, and chroma of 2. The combination of low chroma with mottles indicates hydric soils. Hydrologic indicators include visual soil saturation, drift lines, sediment deposits on vegetation and other objects, blackened leaves, and association with a stream.

Selected Alternative 5 will impact W-10 as a result of the backing, slope grading and culvert extension associated with the 6-lane divided curbed roadway on both sides of MD 2/4. The impacted area will be 0.06 hectare (0.15 acre) on the east side of MD 2/4 and 0.02 hectare (0.05 acre) on the west side. Lengthening the two existing 914 mm (36-inch) RCP under MD 2/4 and rechannelization will also be required into the wetland.

Avoidance of W-10 with the Selected Alternative could be accomplished by constructing three segments of retaining wall totaling approximately 194 meters (635 feet) in length, averaging 3.0 meters (10 feet) in height, resulting in a total cost of approximately \$550,000. These retaining walls were considered unreasonable due to cost.

A reduction of 0.04 hectares (0.10 acre) in wetland impact could be accomplished by reducing the backing from 3.0 meters (10 feet) to 2.1 meters (7 feet) and increasing the fill slope ratio to 2 (horizontal): 1 (vertical). These measures could result in some sacrifice in safety for pedestrians and motorists, some reduction in slope stability and reduction in landscaping area; however, measures such as these will be investigated further during final design.

### Wetland W-14

Wetland W-14 (High Value) is located approximately 427 meters (1,400 feet) to 488 meters (1,600 feet) south of Duke Street on both sides of existing MD 2/4 and is shown on Figure 6D. This wetland is part of the Sullivan's Branch System and is located within the Parker Creek Watershed and associated wooded floodplain. It is classified as palustrine forested broad leafed deciduous, with a temporarily flooded water regime (PFO1A). The site is dominated by sycamores (*Platanus occidentalis*), black willows (*Salix niger*), sweet gums (*Liquidambar styraciflua*), red maples (*Acer*

rubrum), and silver maples (*Acer saccharinum*). Soils in the forested floodplain were mixed alluvial sands with bright red brown mottles. These soils had a hue of 2.5 YR, value of 5, and chroma of 2. The combination of low chroma with mottles indicates hydric soils. Hydrologic indicators include visual soil saturation, drift lines, sediment deposits on vegetation and other objects, blackened leaves, and association with a stream.

Selected Alternative 5 impacts to W-14 would result from backing slope grading and culvert extension associated with the six-lane curbed roadway, on both sides of MD 2/4. The impacted area will be 0.10 hectare (0.25 acre) on the east side of MD 2/4 and 0.02 hectare (0.05 acre) on the west side.

Avoidance of Wetland W-14 could be accomplished with the Selected Alternative by constructing two retaining walls, one being 107 meters (350 feet) long by 7.6 meters (25 feet) (average height) and the other 30 meters (100 feet) long by 3.0 meters (10 feet) (average height), at a total cost of \$1,000,000. These walls were considered unreasonable due to cost.

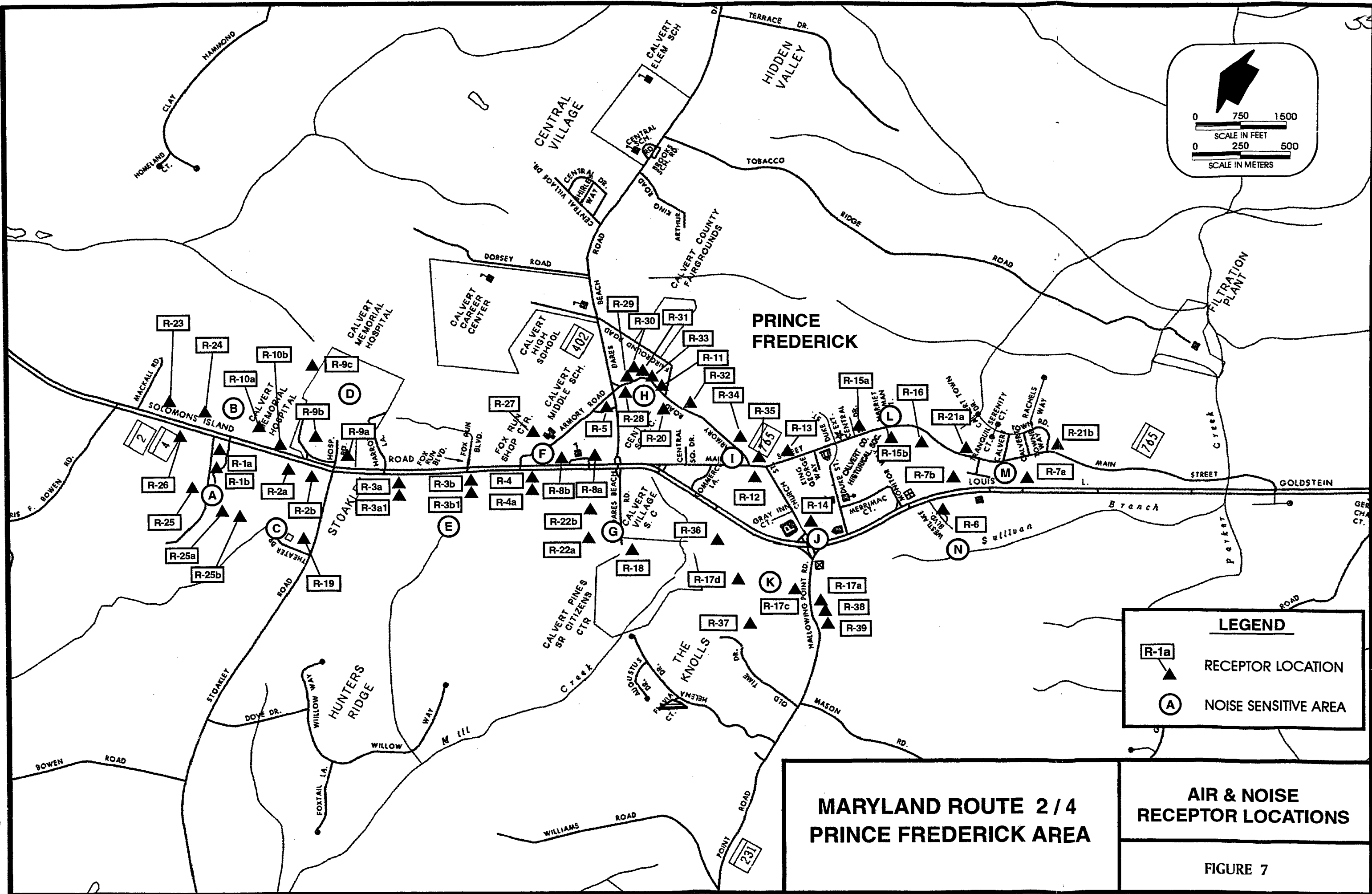
A reduction of 0.03 hectare (0.07 acre) in wetland impact could be accomplished by reducing the backing from 3.0 meters (10 feet) to 2.1 meters (7 feet) and increasing the fill slope ratio to 2 (horizontal): 1 (vertical). These measures could result in some sacrifice in safety for pedestrians and motorists, some reduction in slope stability and reduction in landscaping area; however, measures such as these will be investigated further during final design.

**Waters of the U.S.**

The Selected Alternative will result in a total of 12.2 meters (40 linear feet) of impact to Waters of the U.S. at two locations: The first, at U.S. 14, is the downstream 3.7 meters (12 foot) extension of a 914 mm (36") RCP storm drain outfall pipe. The second, at U.S. 18, is the 8.5 meters (28 foot) extension and associated channel improvements for a 610 mm (24") RCP storm drain outfall pipe.

**Mitigation**

Wetland and stream replacement, if required, would be in accordance with permit conditions and could include replacement or enhancement.



**LEGEND**

- R-1a RECEPTOR LOCATION
- (A) NOISE SENSITIVE AREA

**MARYLAND ROUTE 2/4  
PRINCE FREDERICK AREA**

**AIR & NOISE  
RECEPTOR LOCATIONS**

FIGURE 7

e. **Air Quality**

A detailed air quality analysis of the No-Build Alternative and Selected Alternative 5 has been performed. No violations of the 1-hour or 8-hour State/National Ambient Air Quality Standards for carbon monoxide will occur with this alternative in the completion year 2000 or the design year 2015 (see Table 7). The air quality analysis was circulated to EPA, MDE and FHWA.

The air quality analysis included modeling of signalized intersections where MD 2/4 crosses Stoakley Road/Hospital Drive, Fox Run Boulevard, MD 402 (West Dares Beach Road) and MD 231 (Hallowing Point Road/Church Street).

This project is located in Calvert County, which is a serious ozone nonattainment area, but is not in a non-attainment area for carbon monoxide (CO). The Selected Alternative conforms with the State Implementation Plan (SIP), as it originates from the conforming Transportation Improvement Program (TIP).

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Standard Specifications for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations of Governing the Control of Air Pollution in the State of Maryland". The Maryland Air Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 10.18.06.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.



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**TABLE 7**  
**MD 2/4. AIR QUALITY ANALYSIS**  
**2000 AND 2015 CARBON MONOXIDE (CO) CONCENTRATIONS (PPM)**

RECEPTOR	NO-BUILD				ALTERNATE 5			
	2000		2015		2000		2015	
	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR
R-1A	6.9	3.4	7.0	3.5	7.1	3.6	7.5	3.8
R-1B	5.8	3.1	5.9	3.1	5.8	3.1	6.1	3.2
R-2A	7.2	3.7	7.3	3.9	7.3	3.9	7.9	4.1
R-2B	8.8	4.2	9.3	4.5	8.9	4.4	9.9	4.7
R-3A	6.6	3.5	7.3	3.6	6.9	3.6	7.4	3.8
R-3A1	6.1	3.3	6.5	3.4	6.3	3.4	6.7	3.5
R-3B	7.4	4.0	7.9	4.3	7.9	4.2	8.5	4.5
R-3B1	6.5	3.6	6.7	3.7	6.6	3.7	7.0	3.9
R-4	7.5	3.8	8.0	4.1	8.2	4.1	8.9	4.3
R-4A	6.4	3.5	7.0	3.6	6.7	3.5	7.1	3.7
R-5	6.3	3.5	6.7	3.7	6.3	3.6	6.5	3.8
R-6	6.1	3.2	7.2	3.9	6.4	3.2	6.9	3.8
R-7A	6.5	3.3	7.2	3.8	6.8	3.3	7.4	3.9
R-7B	6.5	3.5	7.3	4.0	6.9	3.5	7.6	4.1
R-8A	8.7	4.4	9.1	4.5	9.2	4.5	9.7	4.6
R-8B	7.1	3.8	8.0	3.9	7.3	3.8	7.9	4.0
R-9A	7.1	4.0	7.0	4.1	7.3	4.3	7.4	4.3
R-9B	5.4	3.1	5.4	3.1	5.5	3.1	5.6	3.2
R-9C	5.0	2.8	5.1	2.8	5.1	2.8	5.1	2.8

NOTES: 1-hour average CO concentrations include a 4.4 ppm background concentration.  
 8-hour average CO concentrations include a 2.6 ppm background concentration.  
 The S/NAAQS for the 1-hour average is 35.0 ppm.  
 The S/NAAQS for the 8-hour average is 9.0 ppm.

**TABLE 7 (Cont'd)**  
**MD 2/4. AIR QUALITY ANALYSIS**  
**2000 AND 2015 CARBON MONOXIDE (CO) CONCENTRATIONS (PPM)**

RECEPTOR	NO-BUILD				ALTERNATE 5			
	2000		2015		2000		2015	
	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR
R-10A	5.2	2.9	5.3	3.0	5.4	3.0	5.6	3.1
R-10B	6.4	3.5	6.5	3.6	6.6	3.7	7.0	3.9
R-11	5.6	3.1	5.8	3.3	5.7	3.1	6.0	3.3
R-12	6.1	3.3	6.3	3.7	6.4	3.3	6.5	3.9
R-13	6.0	3.2	6.2	3.8	6.0	3.2	6.4	3.8
R-14	8.7	4.6	9.0	5.8	9.0	4.6	9.0	6.0
R-15A	5.6	3.0	5.9	3.6	5.6	3.0	5.7	3.6
R-15B	5.6	3.0	5.7	3.5	5.6	3.0	6.0	3.5
R-16	5.1	2.9	5.6	3.3	5.2	2.9	5.6	3.2
R-17A	6.9	3.8	7.6	5.7	7.2	3.8	7.8	5.9
R-17C	7.9	4.2	8.7	6.3	8.1	4.2	9.3	5.5
R-17D	6.8	3.8	7.2	4.3	7.0	3.8	7.2	4.2
R-18	5.6	3.2	5.8	3.3	5.8	3.2	6.0	3.3
R-19	5.2	2.8	5.2	2.9	5.2	2.9	5.3	2.9
R-20	5.7	3.2	5.8	3.3	5.8	3.2	5.8	3.3
R-21A	5.6	3.1	6.2	5.7	5.7	3.1	6.3	3.3
R-21B	5.7	3.0	6.0	3.4	5.7	3.0	6.0	3.3
R-22A	5.7	3.3	5.8	3.3	5.7	3.3	5.8	3.4
R-22B	6.3	3.5	6.3	3.7	6.5	3.6	6.5	3.7

NOTES: 1-hour average CO concentrations include a 4.4 ppm background concentration.  
 8-hour average CO concentrations include a 2.6 ppm background concentration.  
 The S/NAAQS for the 1-hour average is 35.0 ppm.  
 The S/NAAQS for the 8-hour average is 9.0 ppm.

**TABLE 7 (Cont'd)**  
**MD 2/4. AIR QUALITY ANALYSIS**  
**2000 AND 2015 CARBON MONOXIDE (CO) CONCENTRATIONS (PPM)**

RECEPTOR	NO-BUILD				ALTERNATE 5			
	2000		2015		2000		2015	
	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR	1-HOUR	8-HOUR
R-23	5.7	3.2	5.9	3.3	5.9	3.3	6.4	3.5
R-24	5.8	3.2	6.0	3.3	5.9	3.3	6.3	3.4
R-25	5.1	2.8	5.2	2.8	5.2	2.8	5.2	2.9
R-25A	5.1	2.8	5.1	2.8	5.0	2.8	5.3	2.9
R-25B	5.2	2.8	5.2	2.8	5.2	2.9	5.2	2.9
R-26	6.9	3.5	7.0	3.6	7.1	3.7	7.8	3.9
R-27	6.1	3.4	6.3	3.4	6.3	3.4	6.6	3.5
R-28	6.7	3.9	7.0	3.9	6.7	3.9	6.9	3.9
R-29	5.7	3.1	7.1	3.3	5.8	3.1	6.4	3.3
R-30	5.8	3.1	7.4	3.3	5.9	3.1	6.5	3.4
R-31	5.7	3.1	7.2	3.3	5.8	3.1	6.6	3.4
R-32	5.6	3.1	5.9	3.3	5.6	3.1	6.0	3.3
R-33	5.7	3.1	6.1	3.3	5.8	3.2	6.1	3.4
R-34	5.8	3.1	6.1	3.7	5.9	3.1	6.2	3.7
R-35	7.1	3.6	7.6	3.9	7.3	3.7	7.7	4.0
R-36	7.3	3.8	10.8	5.6	7.7	4.0	9.3	5.8
R-37	6.1	3.3	6.5	4.2	6.1	3.4	6.6	4.1
R-38	6.8	3.5	7.2	5.8	6.9	3.6	7.6	6.0
R-39	6.6	3.5	7.0	5.4	6.9	3.5	7.3	5.6

NOTES: 1-hour average CO concentrations include a 4.4 ppm background concentration.  
 8-hour average CO concentrations include a 2.6 ppm background concentration.  
 The S/NAAQS for the 1-hour average is 35.0 ppm.  
 The S/NAAQS for the 8-hour average is 9.0 ppm.

**f. Noise Impacts**

**1) Noise Prediction Methodology**

**a. Federal Highway Administration Guidelines/SHA Noise Policy**

The effects of noise from the proposed roadways are judged in accordance with the Federal Highway Administration criteria as established by 23 Code of Federal Regulations (CFR) part 772. The Noise Abatement Criteria (NAC) are specified for different land uses and are the basis for determining the need to study noise abatement. All locations within the study area are of land use category B (e.g., residences, schools, churches, libraries, playgrounds), which has an exterior design noise level of 67 dBA and category E with an interior design level of 52 dBA.

For this analysis, the MD 2/4 improvements are considered a Type 1 project because the proposed construction will increase the number of through traffic lanes and physically alter the existing horizontal and vertical alignment of MD 2/4.

This noise analysis was prepared in accordance with 23 CFR, Part 772. The noise abatement criteria for land uses occurring in this study area, (Category B), is 67 dBA, Leq (h). Future year predicted noise levels for the project area were predicted using the STAMINA2.0/OPTIMA Barrier Cost Reduction Procedure.

According to the procedures described in 23 CFR, Part 772, noise impacts occur when predicted noise levels for the design year (2015) approach or exceed the noise abatement criterion for a particular land use category, or when predicted noise levels are substantially higher than existing ambient noise levels. The Maryland State Highway Administration and FHWA defines "approach" as 66 dBA or above, and uses a 10 dBA increase to define a substantial increase. Under SHA's current noise policy, once an impact has been identified, the following factors are evaluated to determine whether mitigation is feasible and reasonable:

Feasibility:

- Can noise levels be reduced by at least 3 decibels at impacted receptors? The noise reduction goal for receptors with the highest noise levels (first row receivers) is 7-10 decibels.

- Will the placement of a noise barrier restrict pedestrian or vehicular access or cause a safety problem, such as limiting sight distance or reduction of a vehicle recovery area?
- Will the construction of a noise barrier result in utility impacts?
- Will the construction of a noise barrier have an impact upon existing drainage?
- Will an impact occur to a Section 4(f) resource? Section 4(f) resources include publicly owned recreation areas and parks, wildlife areas, conservation areas and historic sites that are either on or eligible for the National Register of Historic Places.
- Are there other non-highway noise sources in the area that would reduce the effectiveness of a noise barrier?

Reasonableness:

- Acceptability of proposed abatement. SHA requires that 75% of impacted and benefited residents approve of the proposed abatement.
- Comparison of no-build to build noise levels. Noise abatement is considered reasonable if a 3 decibel or greater change in design year build noise levels over design year no-build levels will result from the proposed highway improvements. The cumulative effects of the highway improvements made after the construction of the original highway will also be considered.
- If noise levels equal or exceed 72 decibels at impacted receptors, SHA will consider noise abatement reasonable for any proposed improvements that will increase the noise levels.
- Is the cost of abatement reasonable? SHA defines reasonable cost as a maximum of \$50,000 per residence. SHA feels it is reasonable to include in the cost calculation all impacted receivers that would receive a 3 decibel or greater reduction from a barrier. SHA will consider all receptors that will not experience noise levels equal to or greater than 66 decibels or an increase of 10 decibels over ambient levels as benefited by a noise barrier if they receive a 5 decibel or greater reduction from a

noise barrier. For Type I projects, SHA will look at both the cost per residence for individual noise sensitive areas and the average cost per residence for the entire project in determining reasonableness. Noise sensitive areas with a cost per residence of less than \$100,000 would be included in the project cost averaging.

- The most recent five years of bidding experience will be used to calculate the square foot factor used to estimate noise barrier cost. Currently, SHA is using a cost of \$178.03 per square meter (\$16.54 per square foot). This cost figure is based upon current costs of panels, footings, and installation.
- Will the noise barriers have a significant negative visual impact at impacted receptors?
- Are there any special circumstances, i.e historical/cultural significance at the receptors that should be evaluated?

#### **b. Noise Prediction Methodology Using FHWA Model**

Noise level modeling for this analysis was performed with the computer adaptation of the FHWA noise model, STAMINA 2.0/OPTIMA. Traffic counts were taken during the 15-minute ambient measurements and were used for calibration. Projected traffic information for the design year (2015) was obtained through the Maryland State Highway Administration, Project Planning Division. The combination of traffic volume, truck percentages and travel speeds which produced the worst hourly noise levels was used in this study. For this analysis, the worst case condition was the Design Hour Volume (DHV).

#### **2) Noise Prediction Results**

Noise levels, projected for the baseline condition (2-lane undivided) and for the design year 2015 build and no-build alternatives are shown in Table 7. All projected noise levels are exterior maximum Leq noise levels. At NSA's impacted by traffic on MD 2/4, mitigation was investigated by analyzing noise barriers. Results of noise barrier analysis, including feasibility and cost-effectiveness, are shown in Tables 7 through 15.

#### **Noise Sensitive Area A (See Figure 6-A)**

NSA A consists of receptors R1A, R1B, and R25, R25A and R26, which represent single family residences adjacent to MD 2/4 (Solomons Island Road) and a nearby trailer park. The 2015

build noise levels at first row receptors (R1A and R26), equal to 72 dBA and 74 dBA respectively, exceed the noise abatement criteria. However, because these residences are outside the limits of study for the Selected Alternative, mitigation was not investigated.

#### **Noise Sensitive Area B-1 (See Figure 6-A)**

NSA B-1 consists of receptors R10A and R10B, which represent single family residences adjacent to MD 2/4 (Solomons Island Road). One of the residence, the Arthur Dorsey House (CT516), is eligible for the National Register of Historic Places. The 2015 noise levels at first row receptor R10B, 72 dBA, exceeds the noise abatement criteria and warrants investigation of mitigation measures. The current no-build condition consists of a 4-lane divided highway constructed in the early 1970's; however, original roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels, but are more than 3 dBA above the worst case noise levels for the original 2-lane highway. All residences were built prior to the construction of the 4-lane highway.

Due to the proximity of the residences to the roadway, berms were not analyzed at this location, and it is apparent that a 4(f) resource (the Arthur Dorsey House) would be impacted if noise barriers were constructed. A barrier 374 meters (1,227 feet) long and 7.9 meters (26 feet) high constructed at a cost of \$526,400, would reduce first row receptor noise levels by up to 8 dBA. The cost per residence for the single residence impacted and benefited at 3 dBA is \$526,400. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. Therefore, the cost per residence exceeds the criteria of \$50,000. The construction of this barrier is not feasible because driveway openings are required to provide access to the residences, resulting in an unsafe sight distance condition. Considering that the barrier is not reasonable due to excessive cost per residence impacted and benefited, and not feasible due to safety problems resulting from limiting sight distance and impacts to 4(f) resources, this barrier will not be considered further.

#### **Noise Sensitive Area B-2 (See figure 6-A )**

NSA B-2 consists of receptors R23 and R24, which represent single family residences adjacent to MD 2/4 (Solomon Island Road). The 2015 noise levels at the first row receptors R23 and R24, both equal to 70 dBA, exceed the noise abatement criteria. However, because these residences are outside the limits of study for the Selected Alternative, mitigation was not investigated.

### **Noise Sensitive Area C (See figure 6-A )**

NSA C consists of receptors R2A, R2B, and R19, which represent single family residences adjacent to MD 2/4 (Solomon Island Road) and a mosque (Islamic Center) which has no identified exterior or frequent uses. The 2015 noise levels at first row receptors (R2A and R2B), equal to 70 dBA and 74 dBA respectively, exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition consists of a 4-lane divided highway constructed in the early 1970's; however, original roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels, but are 3 dBA above the worst case noise levels for the original 2-lane highway. All residences were built prior to the construction of the 4-lane highway, with the exception of the mosque, built in 1985.

Due to the proximity of the residences to the roadway, berms were not analyzed at this location. A barrier 185 meters (606 feet) long and 7.9 meters (26 feet) high, constructed at a cost of \$339,279, would reduce first row receptor noise levels by up to 12 dBA. The cost per residence for the 6 residences impacted and benefited at 3 dBA is \$56,546, assuming the mosque to count as 5 equivalent residences; thus, the cost per residence exceeds the criteria of \$50,000. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. In addition, construction of this barrier is not feasible because driveway openings are required to provide access to the residences, resulting in an unsafe sight distance condition. Considering that the barrier is not reasonable due to excessive cost per residence impacted and benefited, and not feasible due to safety problems resulting from limiting sight distance, this barrier will not be considered further.

Since this NSA includes a mosque, interior noise levels may be an appropriate measure of noise impact. The interior noise level of a air conditioned building with double glazed windows is approximately 30 dBA less than exterior levels. This would result in an estimated interior noise level of 44 dBA, which is less than the interior NAC level of 52 dBA.

### **Noise Sensitive Area D (See figure 6-A)**

NSA D consists of receptors R9A, R9B, and R9C, which represent the Calvert Memorial Hospital adjacent to MD 2/4 (Solomons Island Road). The 2015 noise level at the first row receptor (R9A), equal to 71 dBA, exceeds the noise abatement criteria and warrants investigation of mitigation measures. The current no-build condition consists of a 4-lane divided highway constructed in the early 1970's; however, original roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels, but are more than 3dBA above the



worst case noise levels for the original 2-lane highway. The hospital was built prior to the construction of the 4-lane highway.

Due to the proximity of the hospital to the roadway, berms were not analyzed at this location. A barrier 432 meters (1,417 feet) long and 7.9 meters (26 feet) high, constructed at a cost of \$607,728, would reduce first row noise levels by up to 7 dBA. The cost per residence impacted and benefited at 3 dBA is \$60,773, assuming the hospital to count as 10 equivalent residences; thus, the cost per residence exceeds the criteria of \$50,000. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. The construction of this barrier is not feasible because driveway openings are required to provide access to the residences, resulting in an unsafe sight distance condition. Considering that the barrier is not reasonable due to excessive cost per residence impacted and benefited, and not feasible due to safety problems resulting from limiting sight distance, this barrier will not be considered further.

Since this NSA is a hospital, interior noise levels may be an appropriate measure of impact. The interior noise level of a air conditioned building with double glazed windows are approximately 30BA less than exterior levels. This would result in an interior noise level of 41 dBA which is less than the interior NAC level of 52 dBA

**Noise Sensitive Area E (See figure 6-B)**

NSA E consists of receptors R3A, R3B, R3B1, R4 and R4A which represent single family residences adjacent to MD 2/4 (Solomons Island Road). The 2015 noise level at the first row receptors, equal to 72 dBA, 68 dBA, 75 dBA, 70 dBA, 75 dBA and 69 dBA respectively, exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition consists of a 4-lane divided highway constructed in the early 1970's; however, the original roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels, but are more than 3 dBA above the worst case noise levels for the original 2-lane highway. The residences were built prior to the construction of the 4-lane highway.

Due to the proximity of the residences to the roadway, berms were not analyzed at this location. A barrier 493 meters (1,618 feet) long and 7.3 meters (24 feet) high, constructed at a cost of \$640,922, would reduce first row noise levels by up to 13 dBA. The cost per residence for the 5 residences impacted and benefited at 3 dBA is \$128,184; therefore, the cost per residence exceeds the criteria of \$50,000. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. The construction of this barrier is not feasible because driveway openings are required to provide access to the residences, resulting in an unsafe sight distance condition. Considering that the barrier is not reasonable due to excessive cost per

residence impacted and benefited, and not feasible due to safety problems resulting from limiting sight distance, this barrier will not be considered further.

### **Noise Sensitive Area F (See figure 6-B)**

NSA F consists of receptors R8A, R8B, and R27, which represent the Calvert Middle School and the National Guard Armory. The 2015 noise level at the first row receptors (R8A & R8B), equal to 72 dBA and 71 dBA respectively, exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition consists of a 4-lane divided highway constructed in the early 1970's; however, original roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels, but are more than 3 dBA above the worst case noise levels for the original 2-lane highway. The school was built prior to the construction of the 4-lane highway.

Due to the proximity of the school and ball fields to the roadway, berms were not analyzed at this location. A noise barrier 387 m (1,270 feet) long and 7.9 m (26 feet) high, constructed at a cost of \$544,847, would reduce noise levels by up to 5 dBA. The cost per residence impacted and benefited at 3 dBA is \$54,847, assuming the school to count as 10 equivalent residences; thus, the cost per residence exceeds the criteria of \$50,000. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. The construction of this barrier is not feasible because driveway openings are required to provide access to the residences, resulting in an unsafe sight distance condition. Considering that the barrier is not reasonable due to excessive cost per residence impacted and benefited, and not feasible due to safety problems resulting from limiting sight distance, and the inability to achieve a 7-10 dBA reduction, this barrier will not be considered further.

Since this NSA includes a school, interior noise levels may be an appropriate measure of impact. The interior noise level of an air conditioned building with double glazed windows is approximately 30 dBA less than exterior levels. This would result in an interior noise level of 42 dBA which is less than the interior NAC level of 52 dBA.

**Noise Sensitive Area G (See figure 6-B)**

NSA G consists of receptors R18, R22A and R22B, which represent single family residences on West Dares Beach Road. The 2015 noise levels at receptors R18 and R22A, both equal to 59 dBA, do not approach or exceed the noise abatement criteria. The 2015 noise level at receptor R22B, equal to 61 dBA, is 10 dBA above ambient levels. However, because these residences are adjacent to and impacted by traffic on the Collector Road, mitigation was not investigated.

**Noise Sensitive Area H**

NSA H consists of receptors R5, R11, R20, R28, R29, R30, R31, R32, and R33 which represent residences on Armory Road near the MD 402 intersection. The 2015 noise level at the first row receptors (R11 and R28), equal to 67 dBA, and 67 dBA respectively, exceed the noise abatement criteria. However, because these residences are adjacent to and impacted by traffic on the Collector Road, mitigation was not investigated.

**Noise Sensitive Area I**

NSA I consists of receptors R12, R13, R34, and R35 which represent residences in the vicinity of the Armory Road/Church Street/Main Street intersection. The 2015 noise level at the first row receptors (R13 and R35), equal to 68 dBA, and 66 dBA respectively, approach or exceed the noise abatement criteria. However, because these residences are adjacent to and impacted by traffic on the Collector Road, mitigation was not investigated.

**Noise Sensitive Area J (See figure 6-C)**

NSA J consists of receptors R14 and R14A, which represent St. Paul's Church and the Linden House, located on Church Street, both are eligible for the National Register of Historic Places. The 2015 noise level at receptor R14, equal to 66 dBA, approaches the noise abatement criteria and warrants investigation of mitigation measures. The current no-build condition of MD 2/4 consists of a 4-lane divided highway constructed in the early 1970's; however, original MD 2/4 roadway at this location was a 2-lane undivided highway. The 2015 build noise levels are equal to the 2015 no-build noise levels and are only 2 dBA above the worst case noise levels for the original 2-lane highway. The structures were built prior to the construction of the 4-lane highway.

Due to the proximity of the structures to the roadway, berms were not analyzed at this location. A noise barrier 72 meters (235 feet) long and 7.9 meters (26 feet) high, constructed at a

cost of \$100,965, would reduce noise levels by only 1dBA, due to openings required for sidewalks and driveways. Considering that the barrier is not feasible due to no impacted residences receiving a 3dBA benefit, this barrier will not be considered further.

Since this NSA includes a church, the interior noise level may be an appropriate measure of impact. The interior noise level of a non-air conditioned building with windows is approximately 20 dBA less than exterior levels. This would result in an interior noise level of 46 dBA which is less than the interior NAC level of 52 dBA.

#### **Noise Sensitive Area K (See figure 6-C)**

NSA K consists of receptors R17A, R17C, R17D, R36, R37, R38 and R39, which represent residences on Hallowing Point Road. The 2015 noise level at the first row receptors (R17A, R17C, R38 & R39), equal to 69 dBA, 71 dBA, and 70 dBA respectively, exceed the noise abatement criteria. However, because these residences are adjacent to and impacted by traffic on the Collector Road, mitigation was not investigated.

#### **Noise Sensitive Area L**

NSA L consists of receptors R15A, R15B and R16, which represent an inn, a church and a lodge located on Main Street. The 2015 noise levels at the first row receptors, equal to 64 dBA, 58 dBA and 63 dBA, respectively, do not approach or exceed the noise abatement criteria and investigation of mitigation measures is not warranted.

#### **Noise Sensitive Area M (See figure 6-D)**

NSA M consists of receptors R7A, R7B, R21A and R21B which represent The Assembly of God Church and residences adjacent to MD 2/4 and MD 765. The 2015 noise level at these receptors, equal to 69 dBA, 69 dBA, 67 dBA and 67 dBA respectively, exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition of MD 2/4 consists of a 4-lane divided highway constructed in the early 1970's. The majority of residences were built after the construction of the 4-lane highway (baseline condition). Therefore, baseline and no-build noise levels are equal.

Due to the proximity of the church and residences to the roadway, berms were not analyzed at this location. A noise barrier 450 meters (1,475 feet) long and 6.1 meters (20 feet) high, constructed at a cost of \$562,732, would reduce noise levels by up to 7 dBA. The cost per residence

for the 12 residences impacted and benefited is \$46,894, assuming the church to count as 5 equivalent residences. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. The majority of residences were constructed after MD 2/4 was expanded to a 4-lane divided highway; therefore, the cumulative impacts criteria over the baseline condition (2-lane roadway existing prior to the early 1970's) would not apply. Considering that there is no increase between the no-build and Selected Alternative noise levels, this area does not meet the current criteria for consideration of a barrier.

Since this NSA includes a church, the interior noise level may be an appropriate measure of impact. The interior noise level of a non-air conditioned building with windows is approximately 20 dBA less than exterior levels. This would result in an interior noise level of 49 dBA which is less than the interior NAC level of 52 dBA.

#### **Noise Sensitive Area N (See figure 6-D)**

NSA N consists of receptors R6, R6A, R6B and R6C, which represent townhouse residences on Westlake Drive adjacent to MD 2/4. The 2015 noise level at first row receptors (R6, R6A & R6B), equal to 68 dBA, 68 dBA and 67 dBA respectively, exceed the noise abatement criteria and warrant investigation of mitigation measures. The current no-build condition of MD 2/4 consists of a 4-lane divided highway constructed in the early 1970's. The townhouses were built after the construction of the 4-lane highway (baseline condition). The build and no-build noise levels are equal.

Due to the proximity of the residences to the roadway, berms were not analyzed at this location. A barrier 263 meters (863 feet) long and 7.9 meters (26 feet) high, constructed at a cost of \$370,077, would reduce noise levels by only 5 dBA, due to the opening required for Westlake Drive. The cost per residence for the 10 residences impacted and benefited at 3 dBA is \$37,000. There are no residences that are not impacted and receive a 5 dBA or greater reduction in noise level as a result of mitigation. These residences were constructed after MD 2/4 was expanded to a 4-lane divided highway; therefore, the cumulative impacts criteria over the baseline condition (2-lane roadway existing prior to the early 1970's) would not apply. Considering that there is no increase between the no-build and Selected Alternative noise levels, this area does not meet the current criteria for further consideration of a barrier.

**3) Other Mitigation Measures**

In addition to noise walls, other abatement measures were considered.

**a. Traffic Management Measures**

Traffic management measures which could be used include traffic control devices and signing for prohibition of certain vehicles (heavy trucks), time use restrictions for certain types of vehicles, modified speed limits and exclusive lane designations. It is not possible to prohibit heavy trucks from this type of facility, as it is a principal arterial.

**b. Alterations of Horizontal and Vertical Alignment**

This would not be feasible due to the proximity of existing development and at-grade crossings and entrances.

**c. Acquisition of Real Property or Property Rights to Establish Buffer Zones**

Existing residential/commercial development adjacent to MD 2/4 makes it infeasible to acquire substantial amounts of property for buffer areas.

**d. Earth Berms**

This also would not be feasible due to the proximity of existing development. Neither noise walls or earth berms are considered reasonable.

**4) Construction Noise**

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

- Bulldozers and Earth Movers
- Graders
- Front End Loaders
- Dump and Other Diesel Trucks
- Compressors

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

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, ineffective muffling systems, etc.

Temporary fencing will be considered in residential areas, where feasible, to screen construction activities.

**5) Conclusion/Summary**

Although barriers are feasible at NSA's M and N, they do not meet reasonableness criteria of at least 3 dBA cumulative increase for the Selected Alternative noise levels over baseline or 3 dBA increase in projected Selected Alternative noise levels over projected no-build noise levels. Noise barriers are not recommended for further consideration at any of the noise sensitive areas for this project.

**TABLE 8**  
**DESIGN YEAR 2015**  
**NOISE ABATEMENT ANALYSIS SUMMARY**

NSA	ESTIMATED DATE BUILT	RECEPTOR	2015 BUILD LEVEL	BASELINE NOISE LEVEL	INCR. OVER BASELINE	2015 NO-BUILD	INCR. OVER 2015 NO-BLD	2015 WITH BARRIER	INSERTION LOSS	BARRIER ANALYSIS IMPACTED @ 66 dBA
A	PRIOR TO 1969	R1A R1B R25 R25A R25B R26				72 64 58 56 57 74				NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
B-1	PRIOR TO 1969	R10A R10B	64 72	60** 67**	4 5	64 72	0 0	61 64	3 8	L = 374m(1,227') HT = 7.9m(26') COST = \$526,400 Impacted @ 66 dBA = 1 Imp. & Ben. @ 3dBA = 1 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 1 \$526,400/Res.
B-2	PRIOR TO 1969	R23 R24				70 70				NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
C	RESIDENCES PRIOR TO 1969 MOSQUE 1985	R2A R2B R19	70 74 61	70 71** 59**	0 3 2	70 74 61	0 0 0	65 62 61	5 12 0	L = 185m(606') HT = 7.9m(26') COST = \$339,279 Impacted @ 66dBA = 6 Imp. & Ben. @ 3dBA = 6 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 6 \$56,546/Res.
D	PRIOR TO 1969	R9A R9B R9C	71 64 56	65** 59** 52**	6 5 4	71 64 56	0 0 0	64 59 55	7 5 1	L = 432m(1,417') HT = 7.9m(26') COST = \$607,728 Impacted @ 66dBA = 10 Imp. & Ben. @ 3dBA = 10 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 10 \$60,773/Res.
E	PRIOR TO 1969	R3A R3A1 R3B R3B1 R4 R4A	72 68 75 70 75 69	68** 64** 72** 67** 73** 67**	4 4 3 3 2 2	72 68 75 70 75 69	0 0 0 0 0 0	67 64 68 66 62 66	5 4 7 4 13 3	L = 493m(1,618') HT = 7.3m(24') COST = \$640,922 Impacted @ 66dBA = 5 Imp. & Ben. @ 3dBA = 5 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 5 \$128,184/Res.
F	PRIOR TO 1969	R8A R8B R27	72 71 63	68** 67** 60**	4 4 3	72 71 63	0 0 0	71 66 62	1 5 1	L = 387m(1,270') HT = 7.9m(26') COST = \$544,847 Impacted @ 66dBA = 10 Imp. & Ben. @ 3dBA = 10 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 10 \$54,485/Res.
G	PRIOR TO 1969	R18 R22A R22B	59 59 61	53** 52** 57**	6 7 4	56 55 60	3 4 1			NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
H	PRIOR TO 1969	R5 R11 R20 R28 R29 R30 R31 R32 R33	65 67 61 67 59 59 60 66 62	62** 62** 58** 64** 62** 62** 63** 61** 65**	3 5 3 3 -3 -3 -3 5 -3	62 63 59 64 62 62 64 62 65	3 4 2 3 -3 -3 -4 4 -3			NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED

\*\* LOS E WITH 2 LANE ROADWAY AS EXISTED PRIOR TO THE EARLY 1970's

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**TABLE 8 (cont'd)  
DESIGN YEAR 2015  
NOISE ABATEMENT ANALYSIS SUMMARY**

NSA	ESTIMATED DATE BUILT	RECEPTOR	2015 BUILD LEVEL	BASELINE NOISE LEVEL	INCR. OVER BASELINE	2015 NO-BUILD	INCR. OVER 2015 NO-BLD	2015 WITH BARRIER	INSERTION LOSS	BARRIER ANALYSIS IMPACTED @ 66 dBA
I	PRIOR TO 1969	R12 R13 R34 R35	63 68 62 66	65** 68** 59** 63**	-2 0 3 3	65 68 60 64	-2 0 2 2			NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
J	PRIOR TO 1969	R14	66	64**	2	66	0	65	1	L = 72m(235') HT = 7.9m(26') COST = \$100,965 Impacted @ 66 dBA = 5 Imp. & Ben. @ 3dBA = 0 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 0 undefined/Res.
K	PRIOR TO 1969	R17A R17C R17O R36 R37 R38 R39	69 71 63 65 63 71 70	68** 71** 57** 60** 58** 71** 70**	1 0 6 5 5 0 0	68 72 61 65 59 71 70	1 -1 2 0 4 0 0			NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
L	PRIOR TO 1969	R15 R15B R16	64 58 63	64** 56** 62**	0 2 1	64 58 63	0 0 0			NOTE: NSA IMPACTED ONLY BY COLLECTOR ROAD TRAFFIC; MITIGATION NOT CONSIDERED
M	AFTER 1977	R7A R7B R21A R21B	69 69 67*** 67***	69 69 67*** 67***	0 0	69 69	0 0	62 62	7 7	L = 450m(1,475') HT = 4.9 to .9m (16'-26')7.9m COST = \$562,732 Impacted @ 66dBA = 12 Imp. & Ben. @ 3dBA = 12 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 12 \$46,894/Res.
N	AFTER 1977	R6 R6A R6B R6C	68 68 67 64	68 68 67 64	0 0 0 0	68 68 67 64	0 0 0 0	65 63 62 61	3 5 5 3	L = 263m(863') HT = 7.9m(26') COST = \$370,077 Impacted @ 66dBA = 10 Imp. & Ben. @ 3dBA = 10 Not imp. but Ben. @ 5dBA = 0 Total Benefited = 10 \$37,007/Res.

\*\* LOS E WITH 2 LANE ROADWAY AS EXISTED PRIOR TO THE EARLY 1970's  
\*\*\*IMPACTED BY NOISE FROM TRAFFIC ON MD 765

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**TABLE 9  
CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA B-1**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.	X	
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.	X	
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.	X	
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.	X	
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

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**TABLE 10  
CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA C**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.	X	
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.	X	
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

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**TABLE 11**  
**CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS**  
**OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA D**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.	X	
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.		X
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

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**TABLE 12  
CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA E**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.	X	
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.	X	
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

TABLE 13  
**CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
 OF NOISE ABATEMENT**

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**NOISE SENSITIVE AREA F**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.		X
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	X	
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.	X	
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

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**TABLE 14**  
**CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS**  
**OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA J**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.		X
2.	Placement of barrier will restrict pedestrian or vehicular access.	X	
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.		X
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.		X**
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

\*\* A barrier would not benefit any residences.

**TABLE 15  
CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA M**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.	X	
2.	Placement of barrier will restrict pedestrian or vehicular access.		X
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.	X	
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.		X
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.	X	
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time



**TABLE 16  
CRITERIA FOR DETERMINING FEASIBILITY AND REASONABLENESS  
OF NOISE ABATEMENT**

**NOISE SENSITIVE AREA N**

<b>Feasibility Criteria</b>		<b>Yes</b>	<b>No</b>
1.	Noise levels can be reduced by 7 dBA or more at impacted receptors.		X
2.	Placement of barrier will restrict pedestrian or vehicular access.		X
3.	Construction of a barrier will cause a safety or maintenance problems.	X	
4.	Noise barrier can be constructed given topography, drainage, utilities, etc.	X	
5.	Noise barrier will adversely impact on Section 4(f) resource.		X
6.	There are non-highway noise sources that would reduce barrier effectiveness.		X
<b>Reasonableness Criteria</b>		<b>Yes</b>	<b>No</b>
1.	The majority of impacted residences will receive at least a 7 dBA noise reduction.		X
2.	75% or more of impacted and benefited residents approve of proposed noise abatement.	*	*
3.	A 3 dBA or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, <u>or</u> the cumulative effect of highway improvements on the design year noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.		X
3a.	Noise levels equal or exceed 72 dBA at impacted receptors.		X
4.	Noise barriers will have significant negative visual impact at impacted receptors.		X
5.	The cost of noise abatement is equal to or less than \$50,000 per residence, impacted and benefited.	X	
6.	There is special circumstances, i.e. historical/cultural significance at this NSA.		X

\* Not considered at this time

### **C. Summary of Public Involvement**

An Alternates Public Meeting was held in June, 1992 at Calvert High School in Prince Frederick, MD. Presented at this meeting were several alternates for the widening of MD 2/4 as well as the concept for County construction of a collector road. As a result of this meeting, bypasses were added to the scope of the study. An Informational Public Meeting was held in June, 1994 to present the additional alternatives under consideration, which at that time included widening alternatives 2, 4 and 5; the County's collector road; and bypass alternatives 6, 7, 8, 9, 10 and 11. Citizens were opposed to the western bypass alternatives and some business owners were concerned with impacts associated with the widening alternatives.

A Combined Location/Design Public Hearing was held on June 2, 1996 at Calvert High School in Prince Frederick, MD. Two build alternatives, consisting of MD 2/4 widening alternatives 4 Modified and 5, were presented along with, for informational purposes, the County's collector road and bypass alternatives 6, 8 and 9. Comments were primarily focused on opposition to growth in Calvert County and the bypass alternatives.

### **D. Positions Taken**

Approximately 100 citizens attended the public hearing. Twenty-four individuals gave testimony. A total of 17 letters and 14 mailers were received. In addition, several agencies provided written comments, as summarized below.

#### **Elected Officials**

County Commissioner Hagner R. Mister spoke of the need and desirability of the Collector Road System, and stated that State funding participation will be needed along with County and private sources to fully implement the collector road.

#### **Agencies**

The Calvert County Department of Planning and Zoning provided several comments on the Environmental Assessment that were addressed in the FONSI throughout Chapter III. Summary of Actions and Recommendation.

The Army Corps of Engineers stated that wetland and stream mitigation and Section 106 requirements would need to be addressed for the Selected Alternative and the collector road together, unless Alternative 5 alone could provide adequate levels of service.

The U.S. Fish and Wildlife Service comments were also concerned primarily with the collector road. They also stated that the Selected Alternative and the collector road impacts would need to be addressed together unless the purpose and need of each could be separated.

### Civic Groups

The League of Women Voters stated that the widening alternatives would fill up quickly. They supported quick implementation of the collector road, and supported measures that could reduce the volumes of automobiles on the road.

The Federation of Southern Calvert County Communities stated that MD 2/4 must continue to function as a high speed corridor serving commuters south of Prince Frederick. They questioned whether Alternative 5 without the collector road would be adequate.

The Calvert County Chamber of Commerce related the importance of future transportation facilities to the well-being of Calvert County. Any proposed plan should have the approval of County leaders.

### Citizens

Of the 24 people who spoke at the hearing, eight speakers were opposed specifically to a Prince Frederick bypass, and none favored a bypass. Other comments were varied and included requests to control growth, evaluate measures to reduce traffic and control speeds on MD 2/4. Some were concerned with the impacts to residences and businesses with any of the alternatives.

Of the 31 written pieces of correspondence received subsequent to the hearing, there was a nearly even split opposed/in favor of a bypass. Very few addressed the widening alternatives.

**IV.**

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**IV.**

**PUBLIC  
HEARING  
COMMENTS**

**IV.**

**IV. PUBLIC HEARING COMMENTS**

The following is a summary of the testimony provided at the June 6, 1996 Combined Location/Design Public Hearing and the responses subsequently developed by the State Highway Administration. The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comment on the project. Twenty-four people spoke at the hearing.

A complete transcript of all comments made at the hearing is available for review at the Project Planning Division Offices, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202. Written comments received subsequent to the Public Hearing are included in the Public Hearing Comments Section.

**Elected Officials**

1. Hagner R. Mister, County Commissioner, Calvert County  
 Recognizes need and desirability for the Collector Road System; it reduces conflicts between local traffic and faster moving traffic on MD 2/4, as well as turning traffic-related conflicts. Calvert County is committed to constructing the segment of the collector road between MD 231 and West Dares Beach Road. Other segments may be constructed during the development/approval process by private sector interests. However, it is not likely that the County or private sector can fund the total cost of the Collector Road System. The Board of Commissioners anticipates that the State of Maryland will need to contribute significantly to the cost of implementing the collector road, if it is to be completed.

**SHA Response:**

Traffic analyses indicate that the Selected Alternative, in combination with the initial phase of the collector road proposed by the County and private developers, and on-going MD 2/4 access control efforts, will result in adequate traffic operations in the Prince Frederick area through the year 2015. SHA recognizes that the Collector Road System, when fully implemented with overpasses and traffic signal eliminations, will have substantial benefits to MD 2/4. As the need arises, SHA has committed to consider participation in the funding of the three overpasses included in preliminary collector road plans to improve operations on MD 2/4.

## Organizations

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2. Julie Nisonger, League of Women Voters

Has worked on a committee studying the effects of transportation problems on Prince Frederick and the County. There is little difference between Alternatives 4 and 5. The additional lane with Alternative 5 will soon fill up, resulting in gridlock. A bypass would probably be the best solution except for environmental and land acquisition concerns. Quick implementation of the collector road is encouraged to support Prince Frederick as a community and a destination. More attention needs to be given to the high accident rate on MD 2/4, particularly with the high frequency of driveways. Measures to reduce the volume of cars on the road should be implemented, such as transit, park-and-ride, telecommuting, etc.

SHA Response:

Selected Alternative 5 is projected to provide satisfactory levels of service on MD 2/4 in the Prince Frederick area through the year 2015. The County Commissioners will not seek placement of a bypass corridor in the master plan at this time. With the additional capacity and provision of auxiliary turning lanes included with the Selected Alternative, accident rates are likely to decrease. MD 2/4 through Prince Frederick has been part of a Maryland Department of Transportation Congestion Management System Corridor Study to evaluate multiple strategies other than lane additions for reducing congestion in the corridor. The results of this study will be finalized in early 1997.

3. Don Randall, Federation of Southern Calvert County Communities

MD 2/4 must continue to function as a high speed corridor serving the communities and commuters and the residents in southern Calvert County. Requested assurance that any plan adopted not result in traffic gridlock. Questions whether the widening alternatives without the collector road could provide a safe high speed commuter route and still provide safe service for Prince Frederick as a destination. Will the improvements on MD 5, planned because of Pax River, change forecasts on MD 2/4.

SHA Response:

Selected Alternative 5 is projected to provide satisfactory levels of service on MD 2/4 in the Prince Frederick area through the year 2015, even without implementation of segments of the collector road beyond the initial MD 231 to West Dares Beach Road phase. While the improvements on MD 5 would not cause an increase in traffic on MD 2/4, Patuxent Naval Air

Station growth will cause a slight increase which has been accounted for in MD 2/4 traffic projections.

4. Arthur Bison, Executive Director, Calvert County Chamber of Commerce

The future of transportation in Calvert County is a critical issue. Local businesses seem divided as to what the best solution is. Whatever plan is pursued should have the blessing of the County leaders.

SHA Response:

Alternative 5, which is supported by the Board of County Commissioners, is the Selected Alternative.

5. MacArthur Jones, Chairman Planning Commission of Calvert County

Assured citizens that Planning Commission staff, Planning and Zoning Office staff and County officials have heard and noted all citizen concerns. All deliberations on the transportation issue will fully take these concerns into account.

SHA Response:

No response required.

**Citizens**

6. Jerry Stewart, Citizen

Opposed to bypass. A bypass would just move the problem from Prince Frederick to Lusby, Saint Leonard, Huntingtown and Dunkirk. A 4-lane bypass is not consistent with the character of the County and the reasons why citizens have moved into the County. A bypass would not have any economic benefit for the people of Prince Frederick. Recommends changing traffic signal timing to give preference to through traffic during rush hours. Also could restrict traffic from crossing over MD 2/4 through the town center.

SHA Response:

The County Commissioners will not include a bypass corridor in the master plan at this time. The SHA district office is currently investigating an increase in the traffic signal green time along MD 2/4. Further information is available from Mr. Mike Lenhart at the SHA District 5 Office at 410-841-5450.

7. John Teates. Citizen

Speaking on behalf of Homeowners Association of Hunters Ridge. A bypass would be counter to a recent opinion poll conducted by the Calvert County Planning and Zoning Department which indicated that 78 percent of the County population favored less development. The bypass would encourage more development. Current traffic projections are based on full build-out; if development is scaled back, forecasts are over-stated and there may not be a need for a bypass. The bypass would reduce property values and have no benefit for Prince Frederick. Widening MD 2/4 and slowing down development is more consistent with the goals of area residents.

SHA Response

Alternative 5 is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time.

8. Denise Breitburg

Opposed to bypass due to environmental impacts, noise and drop in property values. The bypass would be counter to the consensus indicated by the planning commission's poll.

SHA Response:

The County Commissioners will not include a bypass corridor in the master plan at this time.

9. William Dorsey

Favors the No-Build Option. Money estimated for road improvements could be better spent on schools or crime prevention. Speaks for hundreds who responded to a survey saying they want no changes to roads in Prince Frederick. Road changes will make the County grow faster.

SHA Response:

Alternative 5 is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time. The future land use of the area, as prescribed in the Prince Frederick Master Plan will not be affected by the proposed improvements to existing MD 2/4.

10. Maria Aulisio

Adamantly opposed to the bypass. Wants noise barriers considered. Some properties are



impacted by two major roads--the collector road and the bypass. Wants SHA to work more closely with property owners. The collector road and MD 2/4 widening should be sufficient.

SHA Response:

Alternative 5, the widening of MD 2/4, is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time. The effects of noise from the proposed roadway improvement were evaluated in accordance with the Federal Highway Administration criteria, established by 23 Code of Federal Regulations (CFR) part 772, and SHA guidelines. Design year, exterior, ground level noise levels at several receptors in the project area exceed the federal noise abatement criteria and warrant investigation of mitigation measures. Although noise barriers may generally be feasible at several locations, they are not reasonable to construct at any location due to either the lack of significant increase in noise level (3dBA or greater) between the no-build and Selected Alternative or between the original 2-lane highway and the Selected Alternative.

11. Mark Smith

Questions whether these alternatives are really "improvements"; if Waldorf is any example, they are not. Opposed to a bypass. A bypass would encourage faster County growth. Hard decisions need to be made to maintain the beauty of Prince Frederick.

SHA Response:

Alternative 5 is the Selected Alternative. It was selected over the no-build and Alternative 4 Modified because the additional through lane in each direction and proposed intersection improvements will result in adequate traffic operations in the project area through the year 2015; it will include landscaping and sidewalks to promote community cohesion and a boulevard-like effect; and it makes allowances for bicycle use. The no-build and Alternative 4 Modified would have resulted in failing levels-of-service at three of the four signalized intersections in the project area by the year 2015. With improvements in through lane and intersection capacity, auxiliary lane design and median design, the Selected Alternative addresses safety concerns on MD 2/4 (the number of accidents on this segment of MD 2/4 exceeds the statewide average for similar highways), something not addressed by the no-build or Alternative 4 Modified. The County Commissioners will not include a bypass corridor in the master plan at this time.

12. Vince Turner

A bypass of Prince Frederick was already built, and development has filled in the area between the old and new roads. Growth is inevitable, but Calvert County can control growth. Helping people travel faster through Calvert County is not beneficial locally. Encourage job growth in the County so 60 percent of MD 2/4 travelers don't need to leave the County every day. The money for the bypass should be spent on better public facilities. Some money to widen the existing road is OK to support tourism and local access, but currently there is not a traffic problem.

SHA Response:

Alternative 5 is the Selected Alternative. It was selected over the no-build and Alternative 4 Modified because the additional through lane in each direction and proposed intersection improvements will result in adequate traffic operations in the project area through the year 2015, which is the design year for which the needs of the corridor are analyzed. Although there may not appear to be problems on the existing roadway, the accident rate does exceed the statewide rate for similar highways, and growth in population, housing and employment is projected for the corridor, in accordance with master plans, will result in the near doubling of traffic on MD 2/4 by 2015. The no-build and Alternative 4 Modified would have resulted in failing levels-of-service at three of the four signalized intersections in the project area by the year 2015. The County Commissioners will not include a bypass corridor in the master plan at this time.

13. Dolores Makle

Nothing shown on the wall displays will benefit the people of Prince Frederick. Prince Frederick is an agricultural area. No one has talked to her father who is a life-long resident of Prince Frederick. Rumors are being spread that roads are to be proposed through farmlands. Who is proposing them?

SHA Response:

Alternative 5, the widening of existing MD 2/4, is the Selected Alternative. There will be no agricultural land impacted with the Selected Alternative. The purpose of the public meetings, workshops and hearings that have been held is to listen to the concerns that residents have. As the project enters the design phase, individual property owners will be contacted and the details of the Selected Alternative will be discussed.

14. Martha Makle, Citizen

This life-long Calvert Countian is opposed to growth. There is no way that this county is going to look like Montgomery County. It is a quiet county with abundant wildlife. Shopping center construction has caused the damming of some streams. MD 2/4 is experiencing a high accident rate, but there are already bypass routes available that police are not directing traffic to during accident back-ups. Utilize the roads that are there.

SHA Response:

Alternative 5 is the Selected Alternative. One reason for its selection is that, with its proposed capacity, auxiliary lane, intersection and median improvements, it addresses the high accident rate being experienced in the project area. Although there are some north-south alternate routes to MD 2/4, they are very localized, and are insignificant in supplementing MD 2/4 except in isolated situations. The County Commissioners will not include a bypass corridor in the master plan at this time.

15. Mr. Dorsey, Citizen

People move to Calvert County to get away from the big city atmosphere. They don't want a high-speed super highway through the County. Leave MD 2/4 as it is; widening takes property from many businesses. If a bypass is needed in 10 or 20 years, take it far from Prince Frederick.

SHA Response:

Alternative 5 is the Selected Alternative and will be designed to minimize the property acquisition to the extent possible. Although property will be required from approximately 45 businesses, the acquisition will be in the form of relatively minor strip takings. No businesses will be displaced. Although the widening will result in impacts to signing and parking for businesses, it will also accommodate the increased corridor traffic demands and promote more efficient ingress and egress at the businesses, thereby promoting patronage. The County Commissioners will not seek placement of a bypass corridor in the master plan at this time.

16. James Cox, Citizen

To slow traffic down, install more traffic lights or round-abouts. But if a round-about is installed, it should be larger than the one in Mt. Zion.

SHA Response:

Selected Alternative 5 includes landscape amenities and slightly narrower lane widths to encourage a lower speed, boulevard effect. There are no additional traffic signals proposed as part of the Selected Alternative, as they would be inconsistent with the overall MD 2/4 Corridor Congestion Management Study (CMS). Only improvements consistent with the CMS could be selected for this project planning study. The CMS also did not recommend provision roundabouts.

17. Jim Miller, Citizen

How is this high speed route going to dump onto the single lane bridge over the Patuxent River?

SHA Response:

The Selected Alternative will result in greater capacity through the Prince Frederick area, easing congestion at signalized intersections where there are high volumes of turning traffic. The Selected Alternative will not entice additional traffic volumes or affect operations outside of the Prince Frederick area.

18. Bill Parrish, Citizen

Understands the need to accommodate higher volumes of long distance commuting traffic. Supports constructing the bypass as a viaduct immediately on top of existing MD 2/4 to avoid property impacts.

SHA Response:

Alternative 5 is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time. The viaduct bypass idea was not considered in any detail since this type of design would be significantly more expensive and difficult to maintain than any other bypass option.

19. Tom Hance, Citizen

This 48 year Calvert County resident supports no roadway improvement. The SHA right-of-way department is not fair in dealing with impacted property owners.

SHA Response:

The no-build alternative would not accommodate the projected increase in traffic volumes, nor would it address the accident rate on existing MD 2/4 which is significantly higher than

the statewide average for similar highways. The SHA right-of-way acquisition occurs either through negotiations with the property owner or through a process which provides a means for the property owner's point of view to be heard, permitting just compensation to be established by either a Board of Property Review, a judge or a jury, based on the testimony given on behalf of both the property owner and the State. Questions and concerns can be directed to Ms. Susan K. Bauer, Chief, District 5 Office of Real Estate, 410-841-5464.

20. Ed Waskiewicz, Citizen

Opposed to a bypass. It appears that none of the hearing attendees support a bypass through Calvert County.

SHA Response:

Alternative 5 is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time.

21. Carl Searles, Citizen

Sees no benefit in a bypass. If a bypass is provided, there is no need for the collector road. None of the alternatives make provision for bicycles. The collector road will be a nice attraction for setting up new businesses. Some cost-benefit analysis and risk management should be performed and presented to the citizens.

SHA Response:

Alternative 5 is the Selected Alternative. The County Commissioners will not include a bypass corridor in the master plan at this time. The Selected Alternative includes an additional 2 feet of width in the curb lane for bicycle accommodation as well as sidewalks on both sides of the road for pedestrians. For this project, the transportation needs of the area were established and prioritized, and many alternatives were developed and evaluated. After extensive consideration of the engineering, environmental and social issues, including involvement with the public, agencies and elected officials, Alternative 5 was selected as the most cost effective means of providing the safety and capacity improvements necessary in the MD 2/4 corridor through the design year 2015.

22. Charles Dowell, Citizen

The people outside of Prince Frederick need to be able to travel through the town at a reasonable speed. A bypass may not be the best solution, but something needs to be done to

allow safer travel through Prince Frederick. No growth is not an option due to the simple realities of extended life expectancies.

SHA Response:

Alternative 5 is the Selected Alternative; the additional through lane in each direction and proposed intersection improvements will result in adequate traffic operations in the project area through the year 2015, which is the design year for which the needs of the corridor are analyzed. The County Commissioners will not include a bypass corridor in the master plan at this time.

23. David Harris, Citizen

Access points on MD 2/4 should be reduced, possibly through implementation of the collector road. The entire corridor needs to be addressed, not just Prince Frederick. Speeds need to be reduced. Everyone should just try to drive 55 mph. Concerned with property values. Growth is unavoidable.

SHA Response:

Alternative 5 is the Selected Alternative; it includes landscape amenities and slightly narrower lane widths to encourage slower speeds. The means of access to MD 2/4 from adjacent properties will remain generally unchanged as a result of the Selected Alternative, although the additional through lanes and auxiliary lane improvements will allow more efficient ingress and egress than would exist without the Selected Alternative. Consistent with recommendations set forth in the in MD 2/4 Corridor Congestion Management Study, on-going efforts will be made to limit the number of access points on MD 2/4. The extent to which this is possible is somewhat dependent upon the manner and time frame in which the County's proposed Collector Road System is implemented. The goal will be to provide access to all new establishments, and some existing ones, from the collector road. The first phase, to connect MD 231 to West Dares Beach Road, west of MD 2/4, will be completed in 1997. Other segments are only in the planning stage at this time and attempts are being made to identify funding mechanisms. As the need arises, expected to be beyond 2015, SHA has committed to consider participation in the funding of the three overpasses considered in preliminary Collector Road System plans to further optimize the through traffic capacity of MD 2/4. The County Commissioners will not include a bypass corridor in the master plan at this time.

24. Bill Gray, Citizen

Owns the car dealership at the intersection of MD 2/4 and MD 231; was adversely affected by the dualization in 1976. Planning for traffic growth needs to occur, but plans only benefit traffic between Washington D.C. and St. Mary's County. Economic development needs to be promoted within the town centers. The final decision should have the least impact on the County and businesses.

SHA Response:

Alternative 5 is the Selected Alternative and will be designed to minimize the property acquisition to the extent reasonable. Although property will be required from approximately 45 businesses, the acquisition will be in the form of relatively minor strip takings. No businesses will be displaced. Property owners will be contacted during the design stage of the Selected Alternative to discuss property impacts, access issues, etc. Although the widening will result in impacts to signing and parking for businesses, it will also accommodate the increased corridor traffic demands and promote more efficient ingress and egress at the businesses, thereby promoting patronage. Drivers are more likely to patronize a business that they can safely and efficiently turn in to and out of. The Selected Alternative will also result in some reduction in drive time to both local and regional business establishments, also promoting patronage.

V.

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V.

**CORRESPONDENCE**

V.



## V. CORRESPONDENCE

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### A. Interagency Meetings/Agency Coordination

The project was discussed at six quarterly interagency meetings. On May 20, 1992, the alternates to be presented at the upcoming Alternates Public Meeting in June, 1992, were discussed.

On May 19, 1993, the project purpose and need was presented. The agencies requested additional traffic data and were concerned that if a bypass were built, a collector/distributor system would not be needed. A COE representative indicated that the collector road should be a separate alternative as it may stand alone to meet the need of the project. The COE representative said that if the county decides to build a portion of the collector/distributor, that portion should be considered with any State alternative, including a bypass.

On August 17, 1994, the Alternatives Retained for Detailed Study were presented. The MD 2/4 widening alternatives, only, were retained for detailed study. SHA indicated that a preliminary quantification of impacts related to the bypasses would be developed, but that there would be further discussion regarding the appropriate level of documentation for the bypasses. The agencies were concerned about project consistency with Master Plan goals to make MD 2/4 a fully access controlled facility in the future. SHA indicated that while the access control information was not yet completed for the region, the elimination of some access points on MD 2/4 would be considered as part of the project. In addition, USFWS requested that the collector road go through the combined NEPA/404 process so that environmental resources can be identified, and impacts minimized. A representative of SHA indicated that the collector road could be a separate alternative precluding the need to widen MD 2/4 or vice-versa. However, as stated by the SHA representative, the combination of both the collector road and a mainline alternate would provide optimal traffic capacity.

On August 16, 1995, the Alternatives Retained for Detailed Study were again presented. Included were MD 2/4 widening alternatives and the collector/distributor road. The agencies requested a field review of the collector/distributor road. Two field reviews with the agencies were subsequently held in October, 1995; the minutes are included in the coordination section of this document. An SHA representative indicated that the collector road would be included as a separate alternative to be constructed by the county and not coupled with an SHA alternative, including any mainline widening alternatives. A Calvert County representative said that the mainline widening alternatives by allowing existing MD 2/4 to remain a through road, would not be consistent with the

Prince Frederick Master Plan. However, SHA will consider minimizing access points and elimination of two traffic signals along the mainline through the Prince Frederick area consistent with the town center concept. A representative from the MOP indicated that the collector road and the SHA alternatives studies should be combined so that the agencies rather than SHA could decide on the need for the collector road. The need for the collector road will be determined by Calvert County.

On July 17, 1996, purpose and need issues were revisited. The COE indicated that since adequate levels of service in the build year 2015 for all major intersections in the project area depend on construction of segments of the collector road, the COE would consider wetland and stream mitigation and Section 106 requirements for both the collector road and recommended alternate, together.

An SHA representative responded that the addition of double left turn lanes at the MD 231 and MD 2/4 was being considered. If feasible, the addition of lanes would provide adequate levels of service in the design year at this intersection. Because this intersection alone would provide inadequate levels of service in the design year 2015, if improved, all intersections would provide adequate levels of service, thus the recommended Alternative 5 would serve the purpose and need of the project, separate from the collector road.

A representative from the COE indicated that the size of a drainage structure crossing at wetland 15, required under the collector road, and as presented in the EA, may adversely affect that wetland. A Calvert County representative responded that sizing of drainage structures could not be completed until final design. The COE representative indicated that that statement should be included in the final document. It was agreed that the final document will include the requested wording.

The State Historic Preservation Officer indicated that Section 106 requirements for wetland mitigation had not yet been completed. An SHA representative responded that that is correct.

On October 16, 1996, the Selected Alternative 5 was presented with the provision of double left turn lanes at the intersection of MD 2/4 with MD 231. Because, with this improvement, all major intersections in the project area will be at adequate capacity in the design year 2015, the COE agreed that the Selected Alternative meets the purpose and need of the project and can be presented in the FONSI separate from the Collector Road System. The COE representative also agreed that because the Selected Alternative minimizes natural and socio-economic impacts, wetland/stream mitigation could be handled through the permitting process. The COE representative stated that since the

Selected Alternative provides adequate capacity at all intersections in the project area until design year 2015, there would not be a need for the collector road until 2015, based on MD 2/4 capacity. Additionally, the location of the collector road minimizes environmental impacts, thus should not be changed for development. In addition, an SHA representative indicated that any decision concerning the inclusion of a bypass alignment in the master plan would be made by Calvert County.

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A. AGENCY COORDINATION



# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office  
1825 Virginia Street  
Annapolis, Maryland 21401  
March 8, 1993

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

Attn: Donald Sparklin  
Project Planning Division

Re: Contract No. C 413-101-570  
MD 2/4  
Eastern or western two lane by-pass  
around Prince Frederick, Calvert County  
Maryland

Dear Mr. Kassoff:

This responds to your February 17, 1993 request for information on the presence of species which are Federally listed or proposed for listing as endangered or threatened within the area of the proposed eastern or western two lane by-pass around Prince Frederick, Calvert County, Maryland. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Except for occasional transient individuals, no Federally-listed or proposed endangered or threatened species are known to exist in the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to endangered species under our jurisdiction. It does not address other Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other legislation.

Thank you for your interest in endangered species. If you have any questions or need further assistance, please contact Andy Moser or Leslie Pitt at (410) 269-5448.

Sincerely,

*Edward St. Pendleton*

for John P. Wolflin  
Field Supervisor  
Chesapeake Bay Field Office



PROJECT  
DEVELOPMENT  
DNR

103

APR 8 9 12 AM '93

William Donald Schaefer  
Governor

Maryland Department of Natural Resources  
Tawes State Office Building  
Fish, Heritage and Wildlife Administration  
580 Taylor Avenue  
Annapolis, Maryland 21401

Torrey C. Brown, M.D.  
Secretary

April 1, 1993

Mr. Donald Sparklin  
STATE HIGHWAY ADMINISTRATION  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. C 413-101-570 MD 2/4: North of Stoakley Road  
to MD 765, Calvert County

Dear Mr. Donald Sparklin:

This is in response to your request for information regarding the above referenced project. The Natural Heritage Program has a current record for a State threatened plant, Antennaria solitaria, Single-headed pussytoes, along Parker Creek. This species should be surveyed for before selecting a route.

The forested areas on the project site may be utilized as breeding areas by Forest Interior Dwelling Birds. The habitat of these birds is rapidly disappearing in Maryland. Conservation of this habitat is not mandated outside of the Chesapeake Bay Critical Area, but Glenn Therres of the Wildlife Division at (410) 827-8612 will assist those interested in voluntarily protecting this habitat.

If you have any questions regarding this information, contact Cynthia Sibrel at (410) 974-2870.

Sincerely,

Janet McKegg, Director  
Natural Heritage Program

JM:cbs

cc: Cynthia Sibrel, Glenn Therres, Katharine McCarthy  
ER# 93147.CT

V-7

Telephone: (410) 974-2870  
DNR TTY for the Deaf: 301-974-3683



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PROJECT DEVELOPMENT DIVISION

APR 7 12 54 PM '93

William Donald Schaefer  
Governor

**Maryland Department of Natural Resources**

Tidewater Administration  
Power Plant and Environmental Review Division  
Tawes State Office Building  
Annapolis, Maryland 21401

Torrey C. Brown, M.D.  
Secretary

Peter M. Dunbar, Ph.D., P.E.  
Director

April 2, 1993

Donald Sparklin  
Project Planning Division  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Dear Mr. Sparklin:

This letter is in response to your letter of request, dated February 17, 1993, for information on the presence of finfish species in the vicinity of Contract No. C 413-101-570, MD 2/4 North of Stoakley Road to MD 765, PDMS No. 042042, Prince Frederick Bypass; Calvert County.

The following lists of waterways which may be impacted during construction on each of your proposed alignment options were determined based on the alignment sketches provided with your request letter. Any adjustments made to these alignment options may result in impacts to additional waterways. After each waterway listing, we have listed the corresponding Maryland watershed designation and Use classification, followed by the anadromous fish species which have been documented by our Fisheries Division as spawning in that area. Most of the anadromous fish surveys were conducted in the lower to middle portions of these watersheds, while many of your project impacts would be closer to the headwaters of the streams. The anadromous fish information is still applicable since spawning occurs further upstream from the sampling locations, and any potential headwater stream impacts will affect downstream areas.

**ROADWAY OPTIONS #1 AND #2**

- A. Headwaters of unnamed tributaries to Hunting Creek (Patuxent River Area), Use I; documented spawning by herring species, white perch, and yellow perch in Hunting Creek.

V-8

Telephone: (410) 974-2788

DNR TTY for the Deaf: 301-974-3683



Donald Sparklin  
April 2, 1993  
Page 2

- B. Mill Creek and tributaries (Patuxent River Area), Use I; documented spawning by white perch and yellow perch.
- C. Battle Creek and tributaries (Patuxent River Area), Use I; documented spawning by herring species and white perch.

ROADWAY OPTION #3

- A. Unnamed tributaries to Hunting Creek (Patuxent River Area), Use I; documented spawning by herring species, white perch, and yellow perch in Hunting Creek.
- B. Parker Creek and unnamed tributaries (West Chesapeake Bay Area), Use I; documented spawning by white perch.

Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year. In those areas where yellow perch spawning has been documented, no instream work should be conducted during the period February 15 through June 15, inclusive, of any year.

We do not have resident fish species sampling data for the streams listed above. However, numerous resident warmwater stream species are expected to reside in the perennial reaches of all of the listed waterways. Application of the Use I instream work restriction period (extended as referenced above for those streams with the presence of yellow perch) should adequately protect the spawning periods of these resident species.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 974-2788.

Sincerely,

*Ray C. Dintaman, Jr.*

Ray C. Dintaman, Jr., Chief  
Environmental Review Program

RCD:GJG



Maryland Department of Transportation  
State Highway Administration

2/13 106  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

January 4, 1993

RE: Contract No. C 413-101-570  
MD 2/4: north of  
Stoakley Road to MD 765

Mr. Paul Meadows  
Calvert County  
Department of Parks and Recreation  
Prince Frederick MD 20678

Dear Mr. Meadows:

Thank you for your letter dated September 8, 1992. You stated in your letter that the Department of Parks and Recreation uses the Calvert Middle School ballfields at the intersections of MD 2/4 and MD 402 and MD 2/4 and Armory Road. We are now requesting your concurrence that the portion of school property north of the Armory Road ballfield in which the overpass would be constructed is not currently nor will in the future be used for recreational purposes (see attached map with area shaded in red). This area also corresponds with the limits discussed at the meeting between your Department, this Administration and school officials on August 20, 1992.

Please indicate your concurrence on the signature line below by January 25, 1993. Thank you for your cooperation. If you have any questions, please contact Mr. Gary Green at 333-6746.

Very truly yours,

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

by: Bruce M. Grey  
Bruce M. Grey, Chief  
Environmental Planning  
Project Planning Division

LHE:GG:ih  
cc: Mr. Lee Carrigan

Concurrence:

Paul O. Meadows  
Calvert County  
Department of Parks and Recreation

1-20-93  
Date

My telephone number is 333-1186

V-10

gave copies to Gary Lee [Signature]



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator 107

March 17, 1993

RE: Contract No. C 413-101-570  
MD 2/4 north of Stoakley Road  
to MD 765  
Calvert County  
PDMS No. 042042

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

Dear Mr. Barrows:

On November 30, 1992, the State Highway Administration sent a letter requesting your concurrence that the portion of the Calvert Middle School property, which is to be acquired for an overpass, is not used for recreational purposes and does not constitute a use subject to Section 4(f) regulations.

Since that time and based on a meeting with Mr. Lawton in December 1992, we have obtained additional information concerning the recreational aspects of that portion of school property required for construction of an overpass. In fact, this area (as shown on Attachment 3) is not now or planned to be used for public recreational purposes. Attachments 1 and 2 indicate that the School and the Department of Parks and Recreation officials agree that the proposed right-of-way acquisition would be from non-recreational portions of the school property.

Therefore, we are seeking your concurrence that this acquisition does not constitute a use subject to Section 4(f) regulations.

V-11

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

(410) 333-1110  
Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

Mr. A. Porter Barrows  
Page Two

Very truly yours,

Hal Kassoff  
Administrator

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

CONCURRENCE:

*for the* David L. South  
FHWA Division Administrator

3-23-93  
Date

HK:NJP:eh  
Attachments

- cc: Ms. Jareene Barkdoll (w/attach.)
- Mr. Lee Carrigan
- Mr. Louis H. Ege, Jr.
- Mr. Bruce Grey
- Ms. Cynthia D. Simpson



Parris N. Glendening  
 Governor

Apr 29 10 14 AM '95 Jane T. Nishida  
 Secretary

April 25, 1996

Mr. Bruce M. Grey  
 Assistant Division Chief  
 Project Planning Division  
 State Highway Administration  
 707 North Calvert Street (Mailstop FC-301)  
 Baltimore MD 21202

Copies: Anne Gary  
 Pat Jason  
 Anne  
 Lorraine  
 Joe  
 Eric  
 Through to Bruce  
 for

Dear Mr. Grey: *Bruce*

My staff has reviewed the Air Quality Analyses for the MD 3, I-70/MD32 Interchange, MD 2/4 and the MD 223 projects. In general, the air quality analyses are performed in accordance with accepted modeling techniques and the Department agrees with the findings of the analyses.

Some slight corrections to the documentation of the analyses are in order. Each analysis document states that the site of the project is in an ozone and carbon monoxide (CO) nonattainment area. Only MD 223 in Prince George's County was in a former CO nonattainment area. All other project sites were not in CO nonattainment areas. For future reference, all of the CO nonattainment areas in Maryland were redesignated as attainment this year. There are no longer CO nonattainment areas in Maryland. Former CO nonattainment areas do have some maintenance requirements which include a regional conformity analysis specifically for CO. Projects from transportation improvement programs (TIPs) and transportation plans which have undergone this analysis conform to Clean Air Act requirements. NEPA requirements are separate and still apply. The documents should reflect this achievement and not refer to CO nonattainment areas.

All of the documents also state that the projects are in ozone nonattainment areas. The I-70/MD632 site is in Washington County which is **not** nonattainment for ozone. This statement is correct for the other sites. If your consultants need assistance in determining where nonattainment areas are, I would be happy to confirm whether sites are in nonattainment areas. Since ozone nonattainment areas are designated by county, it is easy to determine if sites are in ozone nonattainment areas. I have enclosed a map of Maryland nonattainment areas.

Mr. Bruce M. Grey  
Page 2

Maryland state implementation plans (SIPs) for the various ozone nonattainment areas generally have no transportation control measures incorporated in them. None of these transportation projects are affected by transportation control measures in the SIP. The statements that there are TCMs in the SIP is not really relevant to these analyses. In working with staff from MDOT headquarters on SIP related issues, they have expressed a preference that we not emphasize TCMs. TCMs have specific reporting and tracking requirements under federal law. We have tried to develop emission reduction strategies instead. This paragraph would better express the situation without reference to TCMs.

The paragraph should include reference to the fact that the site is in a nonattainment area. Conformity to state implementation plans is determined through a regional air quality analysis performed on the TIP and transportation plan. This project conforms to the SIP as it originates from a conforming TIP and transportation plan.

Thank you for the opportunity to review these analyses and for the cooperation you have shown in the past in incorporating our comments. If you have any questions, feel free to call me at (410) 631-3245.

Sincerely,

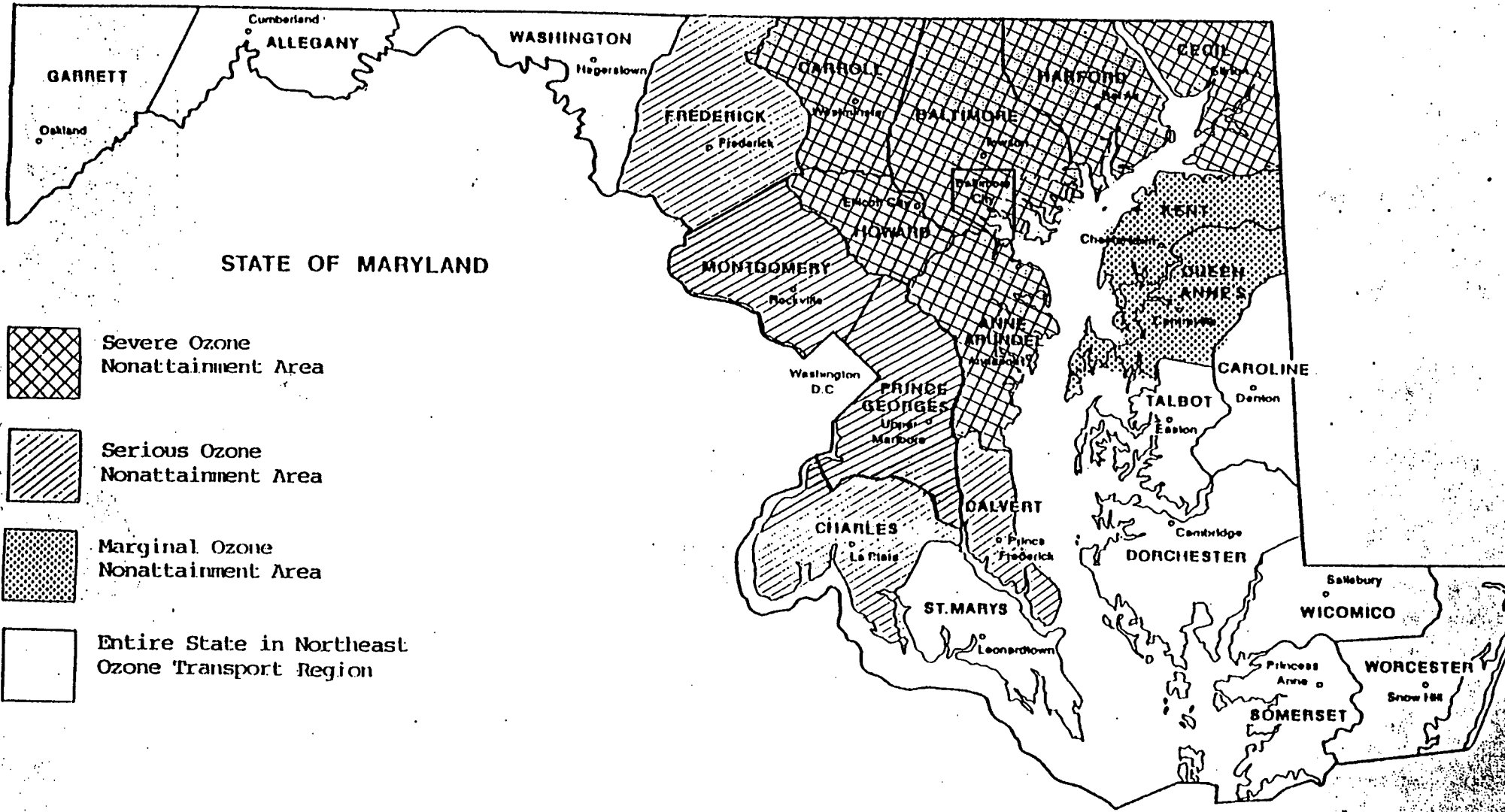


Diane L. Franks, Chief  
Air Quality Planning Division

DLF:jd

Enclosure

# OZONE NONATTAINMENT AREAS



V-15

*Prime*

*Cl. Maryland*

*AE*

*F*  
*SHA*

*9601065*

*112*

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator



**Maryland Department of Transportation  
State Highway Administration**

MAY 13 10 20 AM '96

May 1, 1996

Re: Contract No. CL 413-101-570  
MD 2/4, North of MD 765 to  
North of Stoakley Road  
Calvert County, Maryland

Mr. J. Rodney Little  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville, MD 21032-2023

Dear Mr. Little:

Since the time of our August 25, 1995 letter to you concerning historic standing structures, and our January 2, 1996 letter on archeological resources, the State Highway Administration has dropped all alternates for detailed study except the MD 2/4 mainline widening, identified as Alternate 4 Modified and Alternate 5. Calvert County will assume responsibility for the proposed Collector-Distributor road system.

Alternative 4 Modified proposes improvements to existing MD 2/4 between the Calvert Memorial Hospital, just north of Stoakley Road, and the Rescue Squad, approximately 1067 meters (3500 feet) south of MD 231. This alternative would consist of reconstruction of the existing shoulders to provide a continuous, curbed, 4.3-meter (14-foot) wide outside auxiliary lane in each direction with 3.0 meters (10 feet) of backing behind the curb. The auxiliary lane width would be compatible with bicycle use. The existing two lanes in each direction and variable width median would remain, resulting in a design speed of 80.5 kilometers per hour (50 miles per hour). Landscaping would be provided in the median and/or outside the curbing to promote a boulevard-like appearance. Along with these improvements, opportunities for eliminating the number of access points on MD 2/4 within the project limits would be considered.

Alternative 5 would be similar to Alternative 4 Modified in providing improvement of existing MD 2/4 between the Calvert Memorial Hospital and the Rescue Squad, south of MD 231. Alternative 5 would consist of widening the roadway to three through lanes and provision of a continuous, curbed auxiliary lane in each direction. The Alternative 5 alignment would closely follow the existing roadway with minor shifts to avoid residential and business displacements. Widening would mostly occur to the inside and the median would become

*Prime Frederick*

V-16

My telephone number is (410) 545-8510

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

*Structures/AEAM 5/13/96*  
*Archeo: ABC 5/17/96*



Mr. J. Rodney Little  
 May 1, 1996  
 Page 2

a constant 6.1 meters (20 feet) in width and be raised. The design speed would be 64.4 kilometers per hour (40 miles per hour). Landscaping would be provided in the median in the form of organized streetscape plantings to promote a boulevard-like appearance. The streetscape design will add color and give the roadway area more identity, unifying hardscape elements with environmental elements. With these improvements, opportunities for reducing the number of access points on MD 2/4 within the projects limits would be considered.

*National Register eligible*  
 The sole historic standing structure in the vicinity of either of these alternates is the Arthur Dorsey House (CT-516). Alternate 4 Modified stops south of the Dorsey House, as shown on Attachment 1. This alternate would have no effect on this site. The limit of Alternate 5 is further north than the limit of Alternate 4 Modified, but would not extend to the limits of the Dorsey Property, which abuts MD 2/4, as shown on Attachment 2. The roadway widening would have entirely tapered into the existing roadway at the point where it abuts the frontage. Given that the Dorsey House is well removed from the work occurring in any proximity to the frontage of this site onto MD 2/4, and is shielded by considerable vegetation, this site would not be affected by Alternate 5. Thus no *National Register eligible* historic standing structures would be affected by either of the two alternates which are retained for further study.

The widening of MD 2/4 will not affect any significant archeological resources. In a letter dated February 1, 1996, your office previously determined that none of the archeological sites directly adjacent to the MD 2/4 mainline were eligible. Site locations are shown in Attachment 3. Site 18CV302, a previously recorded prehistoric site, was documented to have been totally destroyed. 18CV348 (Locus 13/14), a low density prehistoric lithic scatter, is slightly north of the proposed area of effect for the mainline widening, and is not eligible for listing in the National Register of Historic Places. The archeological site status of Locus 25, an oyster shell scatter adjacent to MD 2/4, has been withdrawn. Portions of the Annie Bowen property (CT 521, 18CV354, and Locus 17) adjacent to MD 2/4 yielded only modern road litter within the area affected by proposed widening. Because the former Bowen house and its remaining barns are set well back from the road, no protective fencing will be necessary to protect this site from damage due to the MD 2/4 mainline widening.

As discussed between Ms. Beth Cole and Ms. Carol Ebright on May 1, 1996, we will soon be forwarding the final report on Phase I archeological investigations for the widening of MD 2/4 and the Collector-Distributor road system. The final report contains the results of additional minor Phase I work completed since your review of the draft. This includes a shift in the alignment of the Collector-Distributor road at the extreme south end of the project area, and an alignment shift near the eastern terminus of the Southern Overpass

Mr. J. Rodney Little  
May 1, 1996  
Page 3

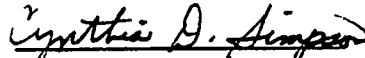
that was developed to avoid impacting the National Register eligible National Guard Armory property. The additional survey yielded no cultural resources, and is not related to the MD 2/4 mainline widening.

We seek your concurrence by May 15, 1996 that Alternate 4 Modified and Alternate 5 will have no effect on significant historic properties. Please call Ms. Rita M. Suffness at 545-8561 should you have any questions concerning historic standing structures and Ms. Carol Ebright at 321-2213 concerning archeology.


Very truly yours,

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

by:

  
Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division

Concurrence:

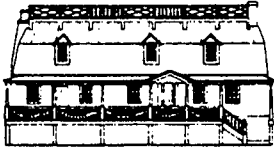
  
\_\_\_\_\_  
State Historic Preservation Office

5/8/96  
\_\_\_\_\_  
Date

LHE:CAE/RMS:ejs  
Attachments(3)

- cc: Ms. Carol Ebright w/attachments
- Ms. Anne Elrays w/attachments
- Mr. Bruce Grey
- Dr. Charles Hall
- Ms. Jenny Plummer
- Ms. Rita Suffness w/attachments
- Ms. Kirsti Uunila

MARYLAND  
HISTORICAL



TRUST

PROJECT  
DEVELOPMENT  
DIVISION

FEB 6 11 42 AM '96

Parris N. Glendening, Governor  
Patricia J. Payne, Secretary

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February 1, 1996

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
P.O. Box 717  
Baltimore, Maryland 21203-0717

RE: Contract No. CL 413-101-570  
MD 2/4 Widening and Prince Frederick  
Collector/Distributor Road System  
Calvert County, Maryland

Dear Ms. <sup>Cynthia</sup> Simpson:

Thank you for your recent letter, dated 2 January 1996 and received by the Trust on 5 January 1996, requesting our comments on the draft archeological report prepared for the above-referenced project. We appreciate receiving the detailed, color-coded map of the various project alternates, prepared and provided by Carol Ebright. The map greatly facilitated our review of this large and complex project.

We have reviewed the following draft report submitted with your letter: *Phase I Archeological Survey, Widening of Maryland Route 2/4 and the Collector-Distributor System for Maryland Route 2/4, in the Vicinity of Prince Frederick, Calvert County, Maryland.* Greiner, Inc. conducted the survey work and prepared the document for SHA. We believe that the survey represents an appropriate level of effort to identify archeological sites that may be impacted by the project as currently proposed. If project revisions result in the addition of new areas for proposed improvements or wetlands mitigation, further survey may be warranted.

The draft report presents succinct documentation on the survey's goals, methods, results, and recommendations. The document is generally consistent with the reporting requirements of the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). The draft would benefit from additional editing, reorganization, and more detailed discussion of site interpretations. The attachment lists our specific comments on the draft itself. We ask SHA to have the consultant address these issues, in addition to SHA's remarks outlined in your correspondence, in the preparation of the final.

Division of Historical and Cultural Programs  
100 Community Place • Crownsville, Maryland 21032 • (410) 514- 7631

The Maryland Department of Housing and Community Development (DHCD) pledges to foster  
the letter and spirit of the law for achieving equal housing opportunity in Maryland.

V-19



Ms. Cynthia D. Simpson  
February 1, 1996  
Page 2

The survey identified 13 new archeological sites and several isolated artifact finds (designated 18CVX282) and it reexamined two previously inventoried archeological sites (18CV172 and 18CV302) in the project vicinity. Testing found no surviving evidence of site 18CV302 and demonstrated that the site has been destroyed. The following three sites are located outside the presently proposed right of way: 18CV344 (Locus 8) - an 18th century domestic site, 18CV353 (Locus 20) - the Ireland Family Cemetery, and 18CV354 (Locus 17) - the Annie Bowen house site. SHA's determination of effect for the project should discuss the necessity for protective fencing of those resources located immediately adjacent to the right of way. We agree that further investigation of all the isolated finds (18CVX282), 18CV302, and the three sites located outside the proposed right of way is not warranted for the project as currently proposed.

Based on the documentation presented in the report, it is our opinion that nine of the newly identified sites do not meet the criteria for eligibility in the National Register of Historic Places. Sites 18CV341 (Locus 2), 18CV342 (Locus 5), and 18CV349 (Locus 15) and represent very low density prehistoric sites consisting of 2-3 artifacts recovered from shovel tests. Sites 18CV345 (Locus 9/20), 18CV346 (Locus 11), 18CV347 (Locus 12), and 18CV352 (Locus 22) consist of late 19th and early 20th c. domestic and agricultural sites or dump episodes. Testing documented that all these sites have a low potential to yield important information given their sparse remains and lack of integrity from disturbances (erosion, grading, etc.).

In addition to the sites SHA determined to be ineligible for the National Register, it is our opinion that 18CV343 and 18CV348 do not meet the criteria for National Register eligibility. Site 18CV343 (Locus 7) represents a moderate scatter (c. 50 items) of architectural and domestic debris dating from the late 19th and 20th centuries in the yard area of a brick dwelling. The artifacts likely represent activities associated with the current dwelling as well as related to a former log dwelling reported to be located on the property. Testing did not identify distinct artifact concentrations or intact features. Site 18CV348 (Locus 13/14) consists of a light scatter of prehistoric lithic artifacts (23 items) recovered from shovel tests and surface inspection. Only seven out of the 20 shovel tests in the site area yielded artifacts (7 items total) from the plowzone, while surface collection produced the remaining 16 artifacts. Testing documented scant evidence of cultural activity at this site. In our opinion, sites 18CV343 and 18CV348 do not have the potential to yield further important information, given the sparse nature of the deposits and lack of demonstrable integrity.

Regarding Locus 25 (recorded as site 18CV351), the Trust has reevaluated the official designation of this location as an archeological site. Based on the documentation presented in the report, we do not believe that this locus warrants classification as a site. It appears that Locus 25 solely consists of a scatter of oyster shell covering approximately 800 square meters of a tobacco field. The survey did not locate any prehistoric or historic cultural

Ms. Cynthia D. Simpson  
February 1, 1996  
Page 3

10

material in shovel tests or surface inspection of this area. The report concludes that the "oyster shell concentration is most likely associated with historic farming." Given the lack of cultural material, Ms. Maureen Kavanagh has withdrawn site number 18CV351 from this scatter of oyster shell. The consultant should not include any reference to number 18CV351 in the final report.

Site 18CV350 (Locus 21) consists of a moderate scatter of domestic and architectural artifacts dating from the late 18th c. and recovered from shovel tests. The presence of brick fragments suggests the possibility of structural remains at the site. Given the nature and 18th c. date of the materials, we agree with SHA that further Phase II archeological investigations are warranted, in order to determine the extent and National Register eligibility of site 18CV350. Please keep us informed regarding the schedule for implementing the Phase II work.

Finally, the survey examined several sections of site 18CV172 - the remains of the never completed Baltimore & Drum Point Railroad. We agree with SHA's determination that the Baltimore & Drum Point Railroad is eligible for inclusion in the National Register of Historic Places under Criteria A and C. The Baltimore & Drum Point Railroad Company, chartered in 1868, intended to provide a link from the deep-water Drum Point harbor to Baltimore and promote economic development within Calvert and Anne Arundel Counties. Various stages of construction proceeded during the 1870s and late 1880s, but construction halted in 1890 and the line was never completed due to lack of support from the affected local governments. This failed venture to connect Calvert County with commercial centers certainly contributed to the continued rural character and nature of Calvert County which persisted into and throughout much of the 20th century. Considerable portions of the railroad bed and grade survive intact and with good integrity. Unlike other actively utilized transportation properties, the original railroad construction has not been impacted by its subsequent use and upgrade as a transportation facility. We concur that the Baltimore & Drum Point Railroad is eligible for the National Register because of its association with a significant, yet failed, local economic endeavor. In addition, it also exemplifies the materials and techniques of late 19th century railroad construction.

We look forward to further consultation with SHA to complete the project's Section 106 review, and await SHA's determination of effect for the undertaking. These investigations have generated important information regarding the history and archeology of Calvert County. The final report will make a welcome addition to the Trust's library.

Ms. Cynthia D. Simpson  
February 1, 1996  
Page 4

If you have questions or require additional information, please call Ms. Elizabeth Hannold (for structures) at (410) 514-7636 or Ms. Beth Cole (for archeology) at (410) 514-7631. Thank you for your cooperation and assistance.

Sincerely,

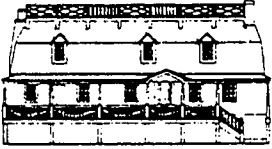


J. Rodney Little  
Director/State Historic  
Preservation Officer

JRL/EJC  
9600097

cc: Dr. Charlie Hall  
Ms. Renee Sigel (FHWA)  
Ms. Maureen Kavanagh  
Dr. Ralph Eshelman  
Ms. Jenny Plummer  
Ms. Kirsti Uunila

MARYLAND  
HISTORICAL



TRUST

Parris N. Glendening, Governor  
Patricia J. Payne, Secretary

PLANNING  
DEVELOPMENT  
DIVISION  
Jul 22 10 59 AM '96

119

July 19, 1996

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
P.O. Box 717  
Baltimore, Maryland 21203-0717

RE: Contract No. C 413-101-570  
MD 2/4 Prince Frederick Area  
Environmental Assessment  
S.C. No. MD 960603-0403  
Calvert County, Maryland

Dear Ms. Simpson:

Thank you for providing us with a copy of the above-referenced Environmental Assessment (EA). We also subsequently received a copy for review through the Maryland State Clearinghouse for Intergovernmental Assistance.

The EA provides documentation regarding SHA's proposed alternatives for improvements to existing MD 2/4. In addition, the document presents information regarding Calvert County's proposed Collector Road System. While SHA has satisfactorily completed the Section 106 coordination for its proposed MD 2/4 project, Calvert County has not yet initiated Section 106 consultation for its Collector Road System. SHA's planning efforts included the identification and evaluation of historic and archeological properties. SHA's investigations determined that there are National Register eligible structures and archeological resources that may be impacted by the County's Collector Road System.

If there is any state or federal involvement (funding, permits, or licenses) in the County's project, it will be subject to review under pertinent state or federal historic preservation law. The County, and the applicable governmental agency, will need to consult with the Trust to determine the project's effects on significant resources and to develop measures to avoid, reduce, or mitigate any adverse effects to those resources. We encourage the County to initiate Section 106 consultation early in its planning for the Collector Road System, to allow adequate time to resolve any historic preservation issues.

Division of Historical and Cultural Programs

100 Community Place • Crownsville, Maryland 21032 • (410) 514-\_\_\_\_\_

*The Maryland Department of Housing and Community Development (DHCD) pledges to foster the letter and spirit of the law for achieving equal housing opportunity in Maryland.*

V-23



EQUAL HOUSING  
OPPORTUNITY



Ms. Cynthia D. Simpson  
July 19, 1996  
Page 2

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Section 106 has not yet been addressed for the project's wetlands mitigation areas. We look forward to continued coordination with SHA and the County to complete the project's review.

If you have questions or require additional information, please call Ms. Elizabeth Hannold (for structures) at (410) 514-7636 or me (for archeology) at (410) 514-7631. Thank you for your cooperation and assistance.

Sincerely,



Elizabeth J. Cole  
Administrator  
Archeological Services

EJC/EAH  
9602351

cc: Ms. Renee Sigel (FHWA)  
Mr. Keith Harris (COE)  
Mr. Bob Rosenbush (MOP)  
Mr. Frank Jaklitsch (Calvert County)  
Dr. Ralph Eshelman  
Ms. Jenny Plummer  
Ms. Kirsti Uunila





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

121

REPLY TO  
ATTENTION OF

Operations Division

Subject: CENAB-OP-RX (MD 2/4, Prince Frederick Area, Calvert County, MD - Draft Environmental Assessment/Section 4(f) Evaluation Comments) 93-01125-12

Federal Highway Administration  
Attn: Ms. Renee Sigel  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

Dear Ms. Sigel:

The Baltimore District of the U.S. Army Corps of Engineers (Corps), has completed its review of the Draft Environmental Assessment/Section 4(f) Evaluation for MD 2/4 - Prince Frederick Area, and offers the following comments and recommendations:

a. Purpose and Need - Information provided at the Interagency Meeting of July 17, 1996 indicated that the Maryland State Highway Administration (SHA) is currently under the premise that the proposed improvements to MD 2/4, provided by Alternative 5, combined with the previously authorized section of the collector road system will provide an adequate level of service until 2015. Sections of the Environmental Assessment need to be changed to reflect this new information and the supporting data added.

1

b. Collector road system - The Corps recommends that Calvert County coordinate the selection for the collector road system, and that the applicable corridor for the system be preserved in Calvert County's Master Plan or in an easement.

2

c. Page V-10, Impacts to Historic Resources - The collector road system may need authorization under Section 404 of the Clean Water Act. Under Section 404 the Corps is responsible for Section 106 coordination. Prior to receiving Corps authorization for the collector road system, Calvert County will be required to address all appropriate Section 106 issues through the Corps who will coordinate with the Maryland Historical Trust regarding proposed impacts to all identified historic resources. This includes avoidance of the Arthur Dorsey House (CT 516), the National Guard Armory (CT 901) and the Baltimore and Drum Point Railroad (18 CV 172). The Corps recommends that the collector road alignment in the vicinity of the Arthur Dorsey house be positioned farther north to avoid as much of the property as possible.

3

122

d. Page V-19, Table V-4 - Stream crossings associated with the collector road system should be designed to also convey floodplain flow to minimize impacts to stream systems. The Corps recommends that squashtubes or similar structures, placed in the floodplains, be investigated to accomplish this.

4

e. Page V-19, Table V-4 - The crossing at Station 115+50 has been discussed in a number of meetings between the resource agencies, MD SHA and Calvert County. The Corps, U.S. Fish and Wildlife and the Maryland Department of the Environment all recommended that a number of alternatives be investigated due to the quality of W-15. W-15 is a high value palustrine forested wetland complex which provides a riparian corridor and habitat for a variety of terrestrial and aquatic species. Sullivans Branch is classified as a braided stream system which supports a large palustrine forested wetland and an expansive floodplain. Braided stream systems convey a high ratio of sediment and are by nature highly sensitive to disturbance with poor recovery potentials. The associated wetland and floodplain both serve to attenuate overbank flow during periods of increased flow. The proposed crossing, a 7-foot X 7-foot box culvert, will direct stream flow into a single channel which will alter hydrology and effectively drain the upstream wetland complex. In addition, the proposed crossing does not provide adequate passage for species that utilize the system as a riparian corridor or for species inhabiting the complex. Therefore, the proposed structure is considered unacceptable, and authorization from the Corps is likely to be denied. The Corps strongly recommends that a full range of alternative structures be investigated for the crossing at Station 115+50 that will minimize, to the greatest extent practicable, impacts to W-15. When constructed, the collector road system will provide benefits to thousands of motorists and access to numerous developable properties. The analysis of practicable alternative structure sizes should therefore be conducted in the broadest context of what is practicable for Calvert County, not the developer.

5

f. Page V-20, Surface water - The second paragraph in this section indicates that, "no stream relocations will be required for any of the build alternatives." The collector road system plan sheets, figures IV-12 through IV-21, indicate that there are six relocations. According to the plans, relocations will occur at U.S. 7, 8, 9, 20, W-1, and W-6.

6

g. Page V-38, Wetland Mitigation - Compensatory mitigation for impacts to waters of the United States including wetlands will be required. Additional compensatory mitigation will be required for stream impacts. Compensatory mitigation for the combined impacts resulting from the construction of the proposed improvements to MD 2/4 and the collector road system should be consolidated in a bank of sufficient acreage to accommodate all

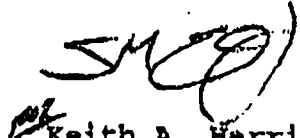
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future fills for the combined improvements. Section 106 will need to be addressed in the selection of all proposed mitigation sites. Compensatory mitigation ratios for impacts to wetlands will be 2:1 for Palustrine Forested and Scrub/Shrub and 1:1 for Palustrine Emergent. Mitigation for stream impacts may include enhancements to existing local stream systems, enlargements of proposed crossings or other measures which the resource agencies deem acceptable. Any form of compensatory mitigation proposed by MD SHA or Calvert County, including the Barstow Road site, will require prior approval from the Corps. Mitigation plans for all impacts, including the collector road system, must be submitted and approved before the Corps issues authorization. A field view should be scheduled in the near future in order for the Corps to render a decision.

If you have any questions concerning this matter, please contact Mr. Steve Elinsky of this office at (410) 962-4503.

Sincerely,



Keith A. Harris  
Chief, Special Projects  
Permits Section

Copy Furnished:

- Bill Schultz, USFWS CBFO
- Danielle Algazi, USEPA Region 3
- John Nichols, NMFS
- Beth Cole, MHT
- Judy Cole, MDE
- Joseph Kresslein, MD SHA

Response to the U.S. Army Corps of Engineers (7/24/96)

1. As indicated on FONSI p. III-4, with the addition of double left turn lanes at the intersection of MD 231 and MD 2/4, Selected Alternative 5 provides an acceptable LOS through the design year 2015 at all major intersections within the project area. Therefore, the Selected Alternative 5 meets the purpose and need of the project, independent of the collector road.
2. N/A
3. The State Historic Preservation Officer (SHPO) has determined that Selected Alternative 5 will have no effect on significant cultural resources. The FONSI addresses the Selected Alternative only.
4. The size and location of the drainage structures related to the collector road cannot be determined until detailed hydraulic studies are completed in final design by others. The FONSI document only addresses Selected Alternative 5.
5. Materials developed (e.g., alternative alignment plans and profiles, and documentation of coordination with agencies) during the analysis of W-15 collector road crossings will be forwarded to the County.
6. The FONSI just addresses Selected Alternative 5, which does not require any stream relocations.
7. Wetland and stream replacement ratios and mitigation for the Selected Alternative 5 will be in adherence to all permit and Section 106 requirements.



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Chesapeake Bay Field Office  
177 Admiral Cochrane Drive  
Annapolis, MD 21401

July 22, 1996

Louis H. Ege, Jr.  
Deputy Director, Office of Planning  
and Preliminary Engineering  
MD State Highway Administration  
P.O. Box 717  
Baltimore, MD 21203

Re: Route 2/4, Prince Frederick Area,  
MD

Dear Mr. Ege:

The U.S. Fish and Wildlife Service (Service) has reviewed the Environmental Assessment for the Route 2/4 upgrade through Prince Frederick. The alternatives include a four-lane divided highway (No build), a four-lane divided highway with auxiliary lanes (Alternate 4 Modified), and a six-lane divided highway with auxiliary lanes (Alternate 5). In addition, Calvert County, in conjunction with Maryland State Highway Administration (SHA), proposes to build a Collector Road around the Town of Prince Frederick to improve the circulation of traffic and separate local and through traffic. Calvert County is also requesting that SHA initiate a study to locate a potential alignment for a Prince Frederick bypass that will alleviate future traffic congestion on Route 2/4.

The environmental impacts of upgrading Route 2/4 under Alternative 4 modified or 5 are minimal. Alternate 4 would impact 0.2 acres of low value wetlands and 120 linear feet of stream channel. Alternate 5 would impact 0.3 acres of low value wetlands and 20 linear feet of stream channel. The Service is primarily concerned with the impacts associated with the Collector Road. The Collector Road will impact 4.2 acres of wetlands and 2,705 linear feet of stream channel. The majority of wetland impacts are in high value wetland systems. The Collector Road will not only destroy wetland habitat but will also bisect several wetland systems. The bisection of these systems will isolate populations of small mammals, reptiles, and amphibians. These small isolated populations of terrestrial animals will be more susceptible to inbreeding, sex ratio imbalances, and extinction from catastrophic events. The animals that attempt to cross the Collector Road will be at risk from traffic related mortality.

The Collector Road will impact the three largest wetlands (W-2, W-10, and W-15) in the study area. These forested wetlands are dominated by red maple (Acer rubrum) and sweetgum (Liquidambar styraciflua). Forested wetlands such as W-2, W-10, and W-15 provide numerous benefits to society. These benefits include trapping sediments, filtering

125

OPTIONAL FORM 98 (7-90)

**FAX TRANSMITTAL**

# of pages **4**

To	From
Louis Ege	Bill Shultz
Dept./Agency	Phone
	573-45340
Fax #	Fax #
	269-0832

GENERAL SERVICES ADMINISTRATION  
5099-101  
HSN 7540-01-317-7368

1

2

pollutants, recycling nutrients, abating and dispersing flood waters; and providing groundwater recharge areas. Forested wetlands are further noted for their importance to wildlife. Mammals, birds, reptiles, and amphibians utilize wetland habitats to obtain food, shelter, and protection from predators. Wildlife species also require these wetlands for reproducing, nesting, mating, and rearing of young. Destruction of wetland habitats will cause a corresponding reduction in the populations of species occupying these area.

The Maryland State Highway Administration (SHA) has included the Collector Road as part of the Environmental Assessment for Route 2/4 but will not consider it as part of the Route 2/4 upgrade through Prince Frederick. SHA justifies this action by stating that the Collector Road is a Calvert County project. The Service believes that the Collector Road and Route 2/4 upgrade should be evaluated as one project because the Collector Road is needed to provide adequate vehicular capacity and safety to the design year 2015. According to the traffic data contained in the Environmental Assessment, the Route 2/4 upgrade without the Collector Road will fail before 2015. Without the Collector Road, the Route 2/4 upgrade fails to meet the purpose stated in the Environmental Assessment which is to provide "... adequate roadway capacity to safely and effectively serve existing traffic demand, as well as the increased demand expected to be generated by planned development". We recommend that the upgrade, Bypass, and Collector Road projects be evaluated in one comprehensive document.

3

Another reason for including the Collector Road with the Route 2/4 upgrade involves the selection and purchase of a right-of-way which minimizes the impacts to wetlands and floodplains. The selection of a right-of-way is contingent on SHA because they have to authorize the location of all Collector Road intersections, interchanges, and overpasses of Route 2/4. The agreement that SHA reaches with the County directly influences the impacts to wetlands and floodplains. The Service requests that the conceptual alignments, overpasses, intersections, and interchanges for the Collector Road be evaluated as part of the Route 2/4 upgrade.

4

The Collector Road will require the acquisition of right-of-way from the Dorsey House and National Guard Armory historic sites. When SHA decided to omit the Collector Road from their highway proposal, they believed that any obligation to conduct a Section 4(f) evaluation was eliminated. The Service believes that the removal of the Section 4(f) evaluation from the Environmental Assessment violates the U.S. Department of Transportation Act of 1966. The Service requests that a copy of the Environmental Assessment be mailed to the National Park Service for their review.

5

To provide the necessary capacity at design year 2015, Calvert County proposes that SHA build a bypass around Prince Frederick. A Service representative participated in several field trips along the proposed bypass alternatives and concluded that the bypasses will cause more environmental damage to wetlands and floodplains than the upgrade/Collector Road alternatives. Therefore, the Service is interested in an alternative which eliminates the need for building the bypass. This alternative would consist of the Prince Frederick Master Plan proposal labelled as Option 4 in the Environmental Assessment. Only one northern and one

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southern interchange would be provided to the Connector Road. All lights, intersections and drive-ways would be eliminated between Buckler Road and Route 765. The Service assumes this Option would be constructed in combination with the Connector Road. According to the Prince Frederick Master Plan and Zoning Ordinance, Option 4 could eliminate the need for a bypass. The Service requests that Option 4 be included in the Environmental Assessment. Option 4 could be constructed in phases to provide vehicular capacity as needed. However, the Service would recommend that all the right-of-way be purchased before construction begins on the highway project.

6

The Service reviewed Table V-4 in the Environmental Assessment which lists the proposed drainage structures for each wetland crossed by the Collector Road. SHA proposes 7' x 7' box culverts for Wetlands W-2 and W-15. They recommend dual 84-inch reinforced concrete pipes for Wetland W-10. The Service considers these structures to be inadequate for the passage of wildlife species and for the preservation of the various tributaries found in Wetlands W-2, W-10 and W-15. The Service recommends that no Final Environmental Impact Statement be distributed until the Federal and State regulatory and resource agencies concur with the sizes and locations of drainage structures in these three wetlands.

7

SHA is also evaluating two potential crossings of Wetland W-15. These crossings are labelled the Current Alignment and Alignment 5. The Service has evaluated both crossings and has determined that Alignment 5 minimizes impacts. The Current Alignment will cause the filling of more wetland acreage and will require a fill slope which parallels a tributary to Sullivan Branch. This fill slope will cause sediment to flow into the tributary and into the wetlands surrounding this tributary. The Service recommends against the selection of the Current Alignment.

8

The Service does not agree with the wetland mitigation plan of wetland replacement "on a minimum 1:1 basis, if required". The Service recommends that unavoidable impacts be replaced at a 2:1 ratio for forested wetlands and a 1:1 ratio for emergent wetlands. Stream channel impacts should be mitigated at a 1:1 ratio of linear feet impacted to linear feet restored. The Service is willing to work with SHA on the wetland mitigation issues and request that these issues be resolved before the Final Environmental Impact Statement is completed.

9

If you have any questions or comments, contact Bill Schultz of my staff at (410) 573-4534.

Sincerely,

John P. Wolflin  
Supervisor  
Chesapeake Bay Field Office

128

4

cc:  
Corps, Baltimore, MD (Elinsky)  
EPA, Philadelphia, PA (Boyer)  
NMFS, Oxford, MD (Nichols)  
MD DNR, Annapolis, MD (Golden)  
MD MDE, Dundalk, MD (Der)





**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 8, 1996

Mr. John P. Wolflin, Supervisor  
Chesapeake Bay Field Office  
US Department of the Interior  
Fish and Wildlife Service  
117 Admiral Cochrane Drive  
Annapolis MD 21401

Dear Mr. Wolflin:

I am in receipt of your letter of July 22 concerning your review of the Environmental Assessment for the MD RTE 2/4 in Prince Frederick.

We believe the improvements to MD RTE 2/4 have independent utility and are developing information to support that belief. After compiling that information we will contact your office to further discuss your concerns.

Very truly yours,

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

cc: Mr. Lee Carrigan  
Ms. Anne Elrays

V-33

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

**Response to U.S. Fish and Wildlife Service (7/22/96)**

1. The Collector Road System was included in the EA for informational purposes and to identify potential environmental impacts. The Calvert County Commissioners have decided not to select a bypass corridor for inclusion into the Calvert County Master Plan.
2. The location of the collector road that minimizes environmental impacts was determined through coordination with the appropriate agency and County representatives. The County will initiate additional coordination with the appropriate agencies when the collector road is developed further.
3. With the addition of double left turn lanes at the intersection of MD 231 and MD 2/4 the Selected Alternative provides an acceptable LOS through the design year 2015 at all major intersections within the project area. Therefore, the Selected Alternative meets the purpose and need of the project, independent of the collector road system.
4. While it will be the County's responsibility to preserve right-of-way for the collector road, the overpasses associated with the ultimate Collector Road System will be State-funded when the need arises. Appropriate federal and state regulations will be addressed to minimize environmental impacts as a result of their construction.
5. There are no significant resources affected with the Selected Alternative, thus a Section (4)f Evaluation is not required. The Selected Alternative can provide an acceptable level of service through the design year without the collector road. SHA developed collector road avoidance/minimization alignments for both historic sites. This information will be provided to Calvert County.
6. Traffic analyses indicate that Selected Alternative 5 with completion of the initial stage of the collector road, between MD 231 and West Dares Beach Road (currently under construction), will provide adequate levels of service on MD 2/4 through the design year 2015. If beyond that time, additional capacity on MD 2/4 is needed, improvements corresponding to Master Plan Option 4, including the three planned overpasses with the Collector Road System, could be implemented. SHA's procedure is to purchase all right-of-way prior to construction. The Calvert County Commissioners have decided not to include a bypass corridor in the master plan at this time.

7. The size and location of the drainage structures related to the collector road cannot be determined until detailed hydraulic studies are completed in final design by others. The FONSI only includes the Selected Alternate 5, which requires no new major drainage structures.
8. The Selected Alternate 5 avoids impacts wetland W-15. Records of the agency coordination concerning the collector road's involvement with wetland W-15 will be provided to Calvert County.
9. Wetland and stream replacement ratios and mitigation for the selected alternate will be in adherence to all permit conditions.

**B. ELECTED OFFICIALS**



**CALVERT COUNTY  
BOARD OF COUNTY COMMISSIONERS**

175 Main Street  
Courthouse  
Prince Frederick, Maryland 20678  
Phone (410) 535-1600 • (301) 855-1243  
TDD (410) 535-6355

October 29, 1996

*Board of Commissioners*  
**Patrick M. Buehler**  
**Mark R. Frazer, D.D.S.**  
**Linda L. Kelley**  
**Mary M. Krug**  
**Hagner R. Mister**

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

RE: Prince Frederick By-Pass

Dear Mr. Pederson:

We appreciate your taking the time to conduct the Prince Frederick By-Pass/Alternatives Study and for the numerous meetings held with staff. The information provided by your office assisted us greatly in our deliberations.

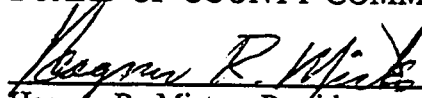
As a result of much thought and several meetings with staff, Alternate No. 5, widening of Rte. 4, is our recommendation. We recognize that by eliminating the by-pass alternative, it makes a commitment to the loop road and other controls and land use decisions that would eliminate future congestion.


Mr. Neil J. Pederson  
October 29, 1996  
Page Two

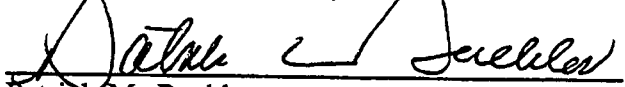
Calvert County is again the beneficiary of a close working relationship that exists between the State Highway Administration and local government. We thank you for your contribution to this project and look forward to continued cooperative efforts.

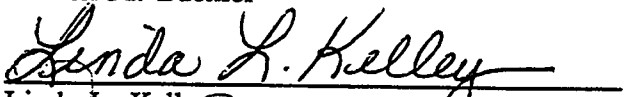
Very truly yours,

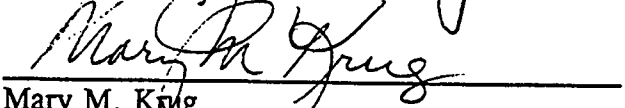
BOARD OF COUNTY COMMISSIONERS

  
\_\_\_\_\_  
Hagner R. Mister, President

  
\_\_\_\_\_  
Mark R. Frazer, D.D.S., Vice-President

  
\_\_\_\_\_  
Patrick M. Buehler

  
\_\_\_\_\_  
Linda L. Kelley

  
\_\_\_\_\_  
Mary M. King

cc: Frank Jaklitsch



**Maryland Department of Transportation  
State Highway Administration**

135

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

*in*

**MEMORANDUM**

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

**FROM:** Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

**DATE:** January 15, 1997

**SUBJECT:** MD 2/4 - Prince Frederick Area  
Project No. CA 413 B11  
PDMS No. 042042

**RE:** Presentation to the Calvert County Board of Commissioners  
on September 10, 1996

The following were in attendance:

Mr. Neil Pedersen	State Highway Administration
Mr. Paul Armstrong	State Highway Administration
Mr. Lee Carrigan	State Highway Administration
Ms. Linda Mott	State Highway Administration
Ms. Carmen Harris	State Highway Administration
Mr. Patrick Buehler	Calvert County Board of Commissioners
Mr. Mark Frazer	Calvert County Board of Commissioners
Ms. Linda Kelley	Calvert County Board of Commissioners
Ms. Mary Krug	Calvert County Board of Commissioners
Mr. Hagner Mister	Calvert County Board of Commissioners
Mr. Frank Jaklitsch	Calvert County Department of Planning and Zoning
Mr. Chris Jakubiak	Calvert County Department of Planning and Zoning
Mr. Mark Lotz	The Wilson T. Ballard Company

V-38

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

**Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202**

Mr. Neil J. Pedersen  
January 15, 1997  
Page 2

Mr. Pedersen gave an introduction to the meeting and outlined the topics to be covered and the meeting objectives. Following the attached agenda, the presentation proceeded as follows:

**Alternatives Studied in Detail**

Mr. Carrigan summarized the studies for the widening of existing MD 2/4 between Calvert Memorial Hospital and the Rescue Squad. Subsequent to the Combined Location/Design Public Hearing on June 6, the project planning team met and concurred that Alternative 5 be recommended to the SHA Administrator as the Selected Alternative. Depending upon comments from the Board of Commissioners, the recommendation of Alternative 5 will be made to the Administrator in October. Questions and comments from members of the Board and responses thereto are as follows:

**Question:** What is the total width of impact for Alternative 5 as compared to Alternative 4 Modified?

**Response:** Alternative 5 is generally a few feet wider than Alternative 4 Modified, although it is narrower in a few cases. Impacts are somewhat lower with Alternative 5 since the proposed centerline has been shifted off of the existing centerline to minimize impacts.

**Question:** Will there be any loss of parking or loss of access at businesses?

**Response:** Although more definitive determinations cannot be made without more detailed engineering, it appears that minor amounts of parking impacts would occur where head-in parking is along and pointed towards MD 2/4. The most significant potential for parking and access impact with Alternative 5 is at the Dorsey/Gray car dealership. With Alternative 5, SHA will seek to work with Calvert County in limiting the number of access points on MD 2/4, especially with such properties as Dorsey Gray which also have access by means other than MD 2/4. As the project enters the final design stage, SHA personnel will meet with each property owner individually to review any parking/access concerns.

**Question:** How long will the process for constructing Alternative 5 take?

**Response (Mr. Pedersen):** Funding is in-place for the design of MD 2/4;



Mr. Neil J. Pedersen  
January 15, 1997  
Page 3

therefore, if selected, Alternative 5 design could begin almost immediately and take two to three years to complete. If funding is identified, right-of-way acquisition, could begin halfway through the design process. The construction phase, which is currently not funded, would take about two years and could begin after right-of-way acquisition.

**Question:** Would any additional traffic signals be required?

**Response (Mr. Pedersen):** No, and as the Collector Road and future overpasses are constructed, existing signals at Fox Run Boulevard and Dares Beach Road could be eliminated.

**Comment:** Commissioner Mister stated that, given the unlikely prospect that the State can fund a bypass any time in the near future, Alternative 5 is the rational course.

**Comment:** Commissioner Krug is "not wild" about any of the alternatives, but Alternative 5 makes the most sense. It "does the most with the least damage." A 40 mph design speed through Prince Frederick is appropriate.

**Comment:** Commissioner Frazer supports Alternative 5.

**Comment:** Commissioner Buehler raised the concern that Alternative 5 strip taking could severely damage some businesses, especially the Zaire Rental Tool Company which currently has just enough space to park large equipment.

**Response (Mr. Pedersen):** SHA personnel will meet with Mr. Zaire and other business owners at the beginning of the design phase to address concerns.

**Comment:** Commissioner Kelley requested a list of all property owners affected by Alternative 5.

Ms. Mott then presented preliminary landscaping concepts that are planned for implementation with Alternative 5. Plantings will be provided in the 20 foot wide median and outside the sidewalks (or possibly between the curb and sidewalk where feasible) to promote a Town Center effect. Tree density will be made greater in the more urban segments of the project area to slow traffic.

Mr. Neil J. Pedersen  
January 15, 1997  
Page 4

Mr. Pedersen stated that, although the State could maintain the landscaping, as they do in other similar situations, it would be preferable for the county, town or community association/garden club to provide maintenance. The commitment to local maintenance would allow SHA to provide more attractive and versatile plantings than the lower maintenance, simpler design that would otherwise need to be provided.

**Collector Road System**

Mr. Jaklitsch described the purpose, need, implementation schedule and anticipated funding sources for the collector road. The need is based on the projection that Town Center population is expected to double and commercial development is expected to quadruple by 2015. The collector road, if designed to operate efficiently with MD 2/4 widening, will avert the need for a bypass in the foreseeable future.

Funding responsibilities will be shared by the county and developers on a segment - by - segment basis. With the western segment between MD 231 and MD 402 under construction, and developer interest in other segments, a major portion of the system could be built in the near future at relatively low cost.

**Comment:** Shouldn't SHA share in some of the collector road costs since it provides relief to a state road?

**Response (Mr. Pedersen):** Only local development-related traffic will be taken off of MD 2/4 by the collector road; therefore, the collector road does not serve a state function and should not receive state funds. The state maintains its long-held position that the overpasses associated with collector road are a benefit to the state system and will be state funded when the need arises.

**Comment:** At one time, consideration was given to redesigning the MD 765 and/or Commerce Lane intersections with MD 2/4.

**Response (Mr. Pedersen):** This issue will be investigated during final design.

**Comment:** MD 765 through the Town Center may be in need of improvement. Since it is a state road, the county would be looking to the State to fund necessary improvements.

**Response (Mr. Pedersen):** If the State were to improve MD 765, they would require the county to take over ownership.

Mr. Neil J. Pedersen  
January 15, 1997  
Page 5

**Question:** How will future developments along MD 2/4 get access?

**Response:** The goal is to not allow any additional access off at MD 2/4. Access should be via the collector road or existing side roads.

**Master Plan Study of Bypass Alignments**

Mr. Pedersen provided a summary of the results of the bypass study, using information contained on the attached fact sheet. He stressed that bypass alignment studies were not taken to the amount of detail that the widening and Collector Road studies were. June, 1996 public hearing comments from citizens were almost exclusively in opposition to a Prince Frederick bypass. Mr. Pedersen stated that SHA defers the decisions regarding whether or not to preserve a corridor in the master plan to the County.

**Question:** How long does the County have to decide on whether or not to add a corridor into the master plan?

**Response (Mr. Pedersen):** Basically until the first development request is made within a potential corridor.

**Question:** If the corridor is reserved in the master plan, but it is determined at some point in the future that a bypass is not needed, would any harm be done?

**Response (Mr. Jaklitsch):** Yes, property values along the prospective bypass corridors are very sensitive to even a reservation, much less a commitment to construct.

Mr. Pedersen concluded the presentation, thanking the Commissioners for their participation in the study, and promising continued coordination with County staff as the study and design progress.

Attachment  
cc: Attendees



CALVERT COUNTY  
DEPARTMENT OF PLANNING & ZONING

140

176 Main Street  
Prince Frederick, Maryland 20678  
Phone (410) 535-2348 • (301) 855-1243  
TDD (410) 535-6355

Director  
Frank A. Jaklitsch

Board of Commissioners  
Patrick M. Buehler  
Mark R. Frazer, D.D.S.  
Linda L. Kelley  
Mary M. Krug  
Hagner R. Mister

July 22, 1996

Mr. Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and Prelim. Engineering  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

RE: Environmental Assessment for the MD 2/4 Project

Dear Mr. Ege:

Thank you for the opportunity to comment on the Environmental Assessment for the MD 2/4 project. We anticipate that you will consider the following comments in preparing the final document.

1. Calvert County has not committed to funding the construction of the entire Collector Road System. The County anticipates that, in addition to County and private funding, State Highway Administration funding will be necessary to implement the Prince Frederick Collector Road System project. Accordingly, the following changes to the text should be made:

- A. The first paragraph on page S-2 should be amended to read:

"Independent of the widening alternatives, Calvert County has planned the development of a collector road system which will provide a two-lane loop road around Prince Frederick to accommodate growing volumes of local traffic in the Town Center and thereby help preserve the existing and future capacity on MD 2/4 in the project area. This proposed improvement is discussed herein for informational purposes."

1

- B. The first sentence of the second complete paragraph on page S-3 should be amended to read:

“A Collector Road System will be designed and constructed in accordance with adopted local plans.”

- C. The third Column of Table S-1 should be amended to read:

“Collector Road System”

- D. The first sentence under the heading Collector Road System Proposed by Calvert County should be amended to read:

“The Collector Road System will be designed and constructed in accordance with adopted local plans.”

1

- E. The last sentence on page V-41, “The Collector Road System will be designed and constructed using County and private funds” should be deleted and the following should be inserted in its place:

“Any necessary noise mitigation associated with the Collector Road System will be considered during the design and construction of the road system”.

- F. The last sentence in the first full paragraph on page V-53 should be amended to read:

“The Collector Road System was analyzed as part of this study for informational purposes.”

- 2. It is incorrectly stated on page II-3 that MD 2/4 was relocated west of Main Street it’s present location in the 1970’ s and early 1980’s. Therefore the second sentence of the third paragraph on page II-3 should be amended to read:

2

“In the late 1960’s and early 1970’s MD 2/4 was relocated to its present location west of Main Street bypassing the old town center and was dualized to provide improved traffic flow.”

- 3. Table III-5 incorrectly refers to St. John Vianney Church as St. John Vienna Church.


3

Page 3  
Environ. Assessment  
7/22/96

- 4. The demand for the extension of transit service is not determined through a survey of existing passengers. The last sentence of the second paragraph, which indicates that a survey of passengers who use the MTA 904 Flyer Route determined insufficient current demand for route extension, should be deleted. (4)
- 5. It would appear that a typing error was made in the last sentence of the second paragraph on page V-40, which seems to indicate that there would be an effect on an identified state threatened plant as a result of the project. The word "no" should be inserted here to indicate that no impacts on state threatened plant species would occur. (5)
- 6. Though a wetland functional analysis was conducted, no reference was given to indicate what method was used. In addition , a functional wetland analysis was done in the Parkers Creek watershed though there is no reference to it in the report. (6)
- 7. References to data sources relative to natural biota were not given. (7)

Again, thank you for the opportunity to comment on the Environmental Assessment.

Sincerely,

  
Christopher N. Jakubiak

- cc: Board of County Commissioners  
 Frank Jaklitsch, Director, Department of Planning and Zoning  
 Robert Taylor, Director, Department of Public Works  
 Jeff Stone, Director, Department of Economic Development

Response to Calvert County Department of Planning and Zoning (7/22/96)

143

1. The proposed Collector Road System is discussed in the FONSI on p.III-8 in a section discussing related projects. Since the collector road has independent utility and is not related to the need to widen MD 2/4 through the design year 2015, the collector road is not addressed in substantial detail in this document. It is understood that the only portion of the collector road that the County has committed to construct is between MD 231 and West Dares Beach Road.
2. This correction has been made on FONSI p.III-1.
3. This correction is noted, although no reference to the St. John Vianney Church was necessary in the FONSI.
4. Reference to transit service was not included in the FONSI.
5. This correction has been made on FONSI p. III-22.
6. While "WET 2" and professional judgement have commonly been employed by SHA, common usage of the NEW ENGLAND Method is currently being considered. A Functional Wetland analysis was completed for all wetlands in the project area, including wetlands W-14 and W-15 associated with Parker Creek, as indicated on FONSI p. III-25.
7. As indicated in the Environmental Assessment, plant species observed in the field were identified, and the indicator status each species was determined following the National List of Plant Species that Occur in Wetlands: Northeast (Region 1) (May, 1988).

C. CITIZENS AND COMMUNITY ORGANIZATIONS



LINOWES AND BLOCHER LLP

ATTORNEYS AT LAW

1010 Wayne Avenue, Tenth Floor  
Silver Spring, MD 20910-5600  
301.588.8580  
Fax 301.495.9044

145

June 27, 1996

Anthony E. Waller  
301.650.7095

Mr. Neil J. Pedersen  
Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: Proposed Future Improvement along the Maryland Route 2/4 Corridor in the Prince Frederick Area (Contract No. 413-101-570)

Gentlemen:

I am writing this letter on behalf of Mrs. Evelyn Paul, property owner of two parcels (Tax Map 24, parcel 3 and parcel 344) at the southwest corner of Stoakley Road and Maryland Routes 2/4 in the Prince Frederick Town Center of Calvert County. We are strenuously opposed to any development of the Maryland Route 2/4 Corridor that impairs on any property that is owned by Mrs. Paul. Furthermore, we are opposed to any proposal that will impact the developability of this property. All of the options presented for the west side of Prince Frederick appear to substantially impact Mrs. Paul's property. Not only do the proposed loop road and the by-pass alternatives No. 6 and 8 severely impact the property of Mrs. Paul, the uncertainty surrounding these proposals is preventing her from either selling or developing that property.

It is inherently unfair on one hand to prevent the development of property due to this uncertainty and on the other hand, threaten to impose severe restrictions or other limitations by dividing up this parcel that has been held in good faith and otherwise for use as development within the Prince Frederick Town Center. It flies in the face of the intent of the master plans as both the 1983 County Comprehensive Plan and the 1989 Prince Frederick Master Plan anticipate the use of this Town Center property for commercial development. It also is contrary to the stated intent of both the Board of County Commissioners and the Economic Development Review Commission to help foster larger scale commercial development on developable large tracts in the Town Center.

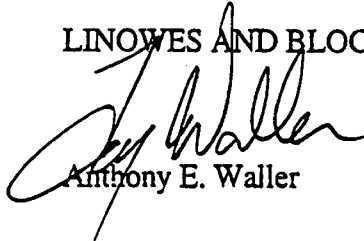
Thank you very much and please consider this as our official submission for the project record.

V-48

Mr. Neil J. Pedersen  
June 27, 1996  
Page 2

Very truly yours,

LINOWES AND BLOCHER LLP



Anthony E. Waller

AEW:mje

cc: Board of County Commissioners  
Ms. Evelyn Paul  
Mr. Robert Taylor  
Mr. Frank Jaklitsch



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

147

July 17, 1996

Mr. Anthony E. Waller  
Linowes and Blocher  
1010 Wayne Avenue  
Tenth Floor  
Silver Spring MD 20910-5600

Dear Mr. Waller:

Thank you for your recent letter regarding the Evelyn Paul property in Prince Frederick, Maryland.

The State Highway Administration (SHA) and Calvert County recognize and understand Ms. Paul's opposition to any proposed roadway improvements that would impact her property. We have always proposed the western bypasses of Prince Frederick along the far western edge of Ms. Paul's parcels to reduce potential impacts. The County's proposed Collector Road would run along the Young property (Tax Map 24, parcel 343) and then head in a northwesterly direction to tie into Stoakley Road by the Emissions Center. While this alignment does split one of her parcels, it does leave a large part of the parcel intact to the south.

Thank you again for your letter. If you have any additional comments or questions, please contact me or Mr. Lee Carrigan, Project Manager. Lee can be reached at (410) 545-8525, or toll-free in Maryland, at 1-800-548-5026.

Very truly yours,

*Cynthia D. Simpson for*  
Neil J. Pedersen, Director  
Office of Planning and  
Preliminary Engineering

cc: Mr. Lee Carrigan ✓  
Mr. Frank Jaklitsch

V-50

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

MD 2/4

PRINCE FREDERICK AREA

JUL 1 9 33 AM '96

Combined Location/Design Public Hearing

Thursday, June 6, 1996

7:00 P.M.

Calvert High School

PLEASE NAME Deborah Hiner DATE 6/26/96  
 PRINT ADDRESS 590 Stoakley Rd  
 CITY/TOWN P. Frederick STATE MD ZIP CODE 20678

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

I continue to hear of accidents in the town center of Prince Frederick. Our "police" need to encourage our drivers to slow down. To my knowledge there has been no fatal accident on the stretch of road being considered for widening. There are far too many other areas of road in this county that continue to have serious or fatal accidents. I think we need to focus on saving lives, not reducing travel time for commuters. I am 39 years old & was raised at the above address and have enjoyed being raised on a farm. I look forward to doing the same with my son!! No Growth is the answer now. The county ~~has~~ has grown far too much & too quickly!!

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

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



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

149

August 12, 1996

Ms. Debora Hiner  
590 Stoakley Rd  
Prince Frederick MD 20678

Dear Ms. Hiner:

Thank you for your comments regarding our MD 2/4 planning study.

The State Highway Administration's (SHA) objective is to alleviate congestion and increase the safety characteristics along MD 2/4. We agree and have observed the speed of vehicles on MD 2/4 and encourage you to work with police to continue enforcement.

MD 2/4 from Stoakley Road to MD 765 has experienced a total of 346 accidents during a six year period between 1990 and 1995. The average accident rate for the study area was 151.9 accidents per one hundred million vehicle miles (mvm) of travel. The statewide average is 110.3 accidents per mvm. As you can see, accidents along MD 2/4 are significantly higher than the statewide average.

If you have any future questions or comments, please feel free to contact me at (410) 545-8525 or toll-free in Maryland at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

LHE:CTH:pls

V-52

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

150  
PROJECT  
DEVELOPMENT  
DIVISION

JUL 1 9 33 AM '96

MD 214  
PRINCE FREDERICK AREA

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE NAME Charles Bradley DATE 6-26-96  
PRINT ADDRESS 95 Virginia Street  
CITY/TOWN Prince Frederick STATE MD ZIP CODE 20678

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

As a resident of Prince Frederick, we desperately need a by-pass around Prince Frederick. We need the best alternative to the traffic mess on Route 2/4 through Prince Frederick. Alternative 9 North should be pursued. The "no build" option is not acceptable.

We need to make the hard decisions now. To delay will only mean that traffic will get worse, and it will be harder to build ~~find~~ an alternative in the future.

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



**Maryland Department of Transportation  
State Highway Administration**

151  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 12, 1996

Mr. Charles Bradley  
95 Virginia Street  
Prince Frederick MD 20678

Dear Mr. Bradley:

Thank you for your interest in the MD 2/4 project. Your support for the Bypass Alternate 9 north and your opposition to the No-Build in the Prince Frederick Area will be considered during this final stage of project planning.

A decision as to which alternate best serves the need for this project will be made shortly by our Administrator. He makes this selection after consultation with the study team and after considering the technical study results and public input. Once an alternate is selected and final environmental documentation is prepared, the detailed engineering phase can begin.

If you have any future questions or comments, please feel free to contact me at (410) 545-8525 or toll-free in Maryland at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

The County Commissioners will not seek placement of a bypass corridor in the master plan at this time.

V-54

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

"The Reserve" P.O. Box 386

PROJECT  
DEVELOPMENT  
DIVISION

Prince Frederick, Md. 20678

June 27, 1996

JUN 28 2 42 PM '96

Mr. Leroy Carrigan, Project Manager  
 State Highway Administration  
 707 Wood Colvert Street  
 Baltimore, Md. 21202

Re: Proposed Prince Frederick By-Pass

Dear Mr. Carrigan,

The E. Stewart Vaughan family wish to go on record as being adamantly opposed to the proposed eastern alternate No. 9 to by-pass Prince Frederick.

We own 400 acres off the Dares Beach Road known as "The Reserve." We are the ninth and tenth generations of our family to live here. The house dates from the 1700's, with an addition in 1814 and another in 1959. The place is under both County and State Historic Preservation, and the western half is under agricultural preservation easement as well. The house is situated close to the line adjoining the Weber property. If a by-pass were to come through "The Trap" it would be highly detrimental to "The Reserve" in



that both the charm and value of the property would be extremely adversely affected.

As historic preservation is of great importance in Calvert County, we feel it should be respected when planning for the future. Our property falls in this category and should qualify for the County and State protection under which it is placed. If you need further information the Calvert County Historical Society or the Calvert County Historical District Commission can be contacted. We wish to make sure that all regulatory agencies review my plans that alternate 9 may contain, and therefore a copy of this letter is being sent to Mr. J. Rodney Duple, Director, State Historic Preservation Office, Maryland Historical Trust.

We are also concerned about environmental damage as well. Even though there has been a study, no one has contacted us nor inspected our land.

We feel that our streams and wetlands

3.

would definitely be adversely impacted.

There are many other reasons for opposing an eastern by-pass route which we hope have already been called to your attention.

Thank you for your consideration of our very deep concerns.

Sincerely,

Anna D. Vaughan  
(Mrs. E. Stuart Vaughan)

Henry Stuart Vaughan



Maryland Department of Transportation  
State Highway Administration

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Anne D. Vaughan  
Henry Steward Vaughan  
The Reserve  
PO Box 386  
Prince Frederick MD 20678

Dear Anne and Henry:

Thank you for your interest in the MD 2/4 project. Your opposition to Alternate 9 will be considered during this final project planning stage. I apologize for the lengthy delay in my response.

The Maryland Historic Trust (MHT) has concurred with the State Highway Administration's (SHA) determination that The Reserve is a significant historic site. SHA has also coordinated with the appropriate environmental resource agencies to determine the best highway locations, while minimizing impacts to the environment.

If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

Supplemental Response:  
The Selected Alternative 5 will have no effect to the Reserve. In addition, the County Commissioners will not seek placement of a bypass corridor in the master plan at this time.

V-58

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

156

SHA  
Box 717  
Baltimore, Md. 21203

PROJECT  
DEVELOPMENT  
DIVISION


JUN 24 10 04 AM '96

SHA,

I would like to express my views toward the proposed building of a Prince Frederick by-pass. This by-pass is a necessity! Traffic in the Prince Frederick area has become increasingly dangerous in this corridor with the population growth that has taken place in Calvert County. Building a collector road system and a by-pass in Prince Frederick will keep the travel lanes between lower Calvert County and the Washington D.C. area at a tolerable level. There have been numerous accidents at the Dares Beach road and Route 4 intersection area due to increased traffic flow in this area. A by-pass would limit the amount of traffic in the town of Prince Frederick and reroute the high speed, high density commuter traffic away from the congestion of the town of Prince Frederick. This will undoubtedly decrease the amount of accidents in this area and help promote economic growth in the southern portion of Calvert County by expediting the drive time. Route 4 has the unique chance to remain a viable commuter route to Washington D.C. with limited delays caused by traffic lights and this will only become a reality if the Prince Frederick by pass is constructed.

The SHA engineering staff should be commended on the outstanding job they did on the Waysons Corner by pass. This proves a by pass can be constructed around a town center with town still remaining economically strong.

Regards,



Walter C. Williams  
13009 Mills Creek dr.  
Lusby, Md. 20657



**Maryland Department of Transportation**  
**State Highway Administration**

157  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

September 12, 1996

Mr. Walter C. Williams  
13009 Mills Creek Drive  
Lusby MD 20657

Dear Mr. Williams:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your support for a bypass and the collector road system will be considered during this stage of the study.

The State Highway Administration and Calvert County are working together to improve the traffic flow and the accident rate in Prince Frederick. Separating local traffic from through traffic, with a collector road or a bypass, should help to alleviate the traffic and accident problems.

If you have any further comments or questions please, feel free to contact me at (410) 545-8525 or, toll-free in Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

The Selected Alternative 5 will provide adequate traffic capacity along MD 2/4 through the year 2015 along with construction of an initial phase of the collector road. A bypass corridor will not be placed in the master plan at this time.

V-60

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

SHA  
Box 717  
Baltimore, Md. 21203

156  
PROJECT  
DEVELOPMENT  
DIVISION

JUN 24 10 05 AM '96

SHA,

Build the Prince Frederick by pass! You have all the proof you need it works! All you need to do is look to the northern end of Calvert County at the Waysons bypass!

Regards,

*Laura Weems*

Laura Weems

P.O. Box 642

Solomons, Md. 20688

Prince Frederick MD 20678

301-855-1232 x101



**Maryland Department of Transportation**  
**State Highway Administration**

259

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Ms. Laura Weems  
Post Office Box 642  
Prince Frederick MD 20678

Dear Ms. Weems:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for a bypass of Prince Frederick will be considered during this final stage of the project. I apologize for the lengthy delay in my response.

If you have any further comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by:

A handwritten signature in black ink that reads "LeRoy B. Carrigan".

LeRoy B. Carrigan  
Project Manager  
Project Planning Division

Supplemental Response:

The County Commissioners will not seek placement of a bypass corridor in the master plan at this time.

V-62

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

SHA  
Box 717  
Baltimore, Md. 21203

PROJECT  
DEVELOPMENT  
DIVISION

JUN 24 10 04 AM '96

SHA,

I am a Calvert County resident that commutes along route 4 through Prince Frederick everyday. All of the rhetoric regarding the by pass is 1950's thinking! The old timers want to keep Calvert County as a rural county, but also they demand new roads, new schools and all the other pleasures a larger tax base represents. There is a short supply of well paying jobs in Calvert County! Please keep Route 4 as a north-south throughway. Limit the traffic lights, build overpasses, use the collector road system and a great place to start this process is to build the Prince Frederick by pass!

Regards,

*Sharen Williams*

Sharen Williams  
P.O. Box 243  
Solomons, Md. 20688





**Maryland Department of Transportation  
State Highway Administration**

161  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Ms. Sharen Williams  
Post Office Box 243  
Solomons MD 20688

Dear Ms. Williams:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for a bypass of Prince Frederick to keep MD 2/4 as a north-south throughway has been noted. Also the Collector Road System, the overpasses, and reducing the number of signalized intersections will be considered during this final stage of the project. I apologize for the lengthy delay in my response.

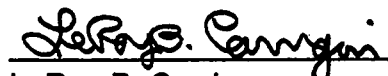
If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

Supplemental Response:  
A bypass corridor will not be placed in the master plan at this time. The Selected Alternative 5 along with construction of an initial phase of the collector road will provide adequate traffic capacity until the year 2015. While reducing the number of signalized intersections will be considered during the final stage of this project, because construction of the project will provide adequate capacity until the year 2015, the need for the collector road and overpasses would be considered in the future as needed.

by:

  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

V-64

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Dear Mr. Carrigan,

Due to a severe case of poison oak poisoning I was unable to attend the June 6<sup>th</sup> Public Hearing.

In lieu of attending and commenting at the hearing I'd like to obtain your answer to the following comments and questions.

1. Why is no consideration given to the implementation of a light rail system? Please don't tell me its because such a system is impractical and too expensive. It certainly can be engineered into existence just as easily as lane widening, building overpasses, and four lane bypass roads, among others. I believe the state of Maryland should be looking into a light rail system that would hook up with the Metro system.

2. Have not studies shown that widening roads simply results in an increase in traffic volume? What has been accomplished by adding lanes to I-270? Does traffic move any better? From what I've heard it is

getting the groceries home conveniently. For those kind of jobs it is unsurpassed, but it has become a burden of enormous proportions when used to commute to work.

Route 301 especially through Waldorf has become a drivers nightmare, even though it has been widened in that area. North of Central Avenue also has its moments.

I believe the solution is a light rail network touching every corner of the state. If we could convince Virginia to link up with Maryland our traffic problems would disappear. Of course it requires no or high cost parking at every employer site, government or private run.

This past weekend I rode on the light rail system that runs from south of Baltimore to its Northern suburbs. (eventually to Hunt Valley) My stop was Timonium. What a marvel. If I worked in downtown Baltimore my car would be in a station parking lot every working day or it would be my transporter any time I went into the city.



**Maryland Department of Transportation**  
**State Highway Administration**

164  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 15, 1996

Mr. John McKiernan  
60 Macrae Avenue  
Prince Frederick MD 20678

Dear Mr. McKiernan:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for a light rail system has been noted. I apologize for the lengthy delay in my response.

The Mass Transit Administration (MTA) currently provides commuter bus service from Calvert County to the District of Columbia. This is the most cost effective mode of public transit for an area with population characteristics such as Calvert County. The population projections for the County do not indicate sufficient population densities to maintain a light rail system. The Calvert County Comprehensive Plan (1996 draft) projects a buildout population of approximately 150,000 residents in the year 2030. MTA estimates that a guideway rail system such as you described would cost approximately \$40 million per mile to construct and would require high density population concentrations to be located within close proximity to planned stations. A light rail system could be considered beyond the year 2030 if the population densities are sufficient to support it.

The posted speed limit is determined by roadway geometrics, as well as the area adjacent to the roadway. The State Highway Administration (SHA) sets the speed limit, but does not enforce it. We suggest that you contact the local police or the Maryland State Police on traffic enforcement issues.

Due to projected growth, there will be an increase in traffic volume regardless of our improvement plans for MD 2/4. The widening of MD 2/4 will help to alleviate the traffic congestion, especially during rush hour.

Plum Point Road to MD 231 is too great a distance for synchronized traffic signals since a platoon of vehicles will be too spread out. The signals are synchronized between Stoakley Road and MD 231 and the SHA District Office is currently investigating an increase in the green time along MD 2/4.

V-67

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mr. John McKiernan  
Page Two

The synchronization does not mean that you will get each light green, but it does minimize delay in both directions of travel. You may call Mr. Mike Lenhart, of our District # 5 Office, for more information at (410) 841-5450.

If you have any further questions or comments, please feel free to contact me at (410) 545-8525 or toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

LHE:LBC:rt

cc: Mr. Mike Lehart

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

166

MD 2/4  
PRINCE FREDERICK AREA

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE PRINT NAME STUART E. GILES DATE 6/18/96  
ADDRESS 1840 HOLLAND CLIFFS ROAD  
CITY/TOWN HUNTINGTOWN STATE MD ZIP CODE 20639

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

AS REGARDS THE WIDENING ALTERNATIVES, I PREFER  
ALTERNATIVE 4 MODIFIED BECAUSE I THINK THE  
NARROW LANES AND BOTTLE NECKS CREATED GOING  
FROM 3 LANES TO 2 IN ALTERNATIVE 5 ARE NOT  
WISE. I HAVE NEVER MET A BOTTLE NECK THAT I  
LIKE (BECTWAY IN MONTGOMERY COUNTY AT 8:00-9:00AM  
AS A CASE IN POINT).

AS FOR FUTURE BYPASS OPTIONS, I SAY NEH!  
WE NEED TO LIMIT GROWTH, NOT BUILD MORE HIGHWAYS.  
I DON'T CHOOSE TO SACRIFICE THE QUALITY OF LIFE IN  
CALVERT COUNTY SO PEOPLE WITH VIRGINIA, D.C., AND PENN.  
LICENSE PLATES CAN WIZ THROUGH AT 70 MPH + ON  
THEIR WAY TO PAX RIVER, AS I WITNESS DAILY. WE ALSO  
DON'T WANT A PRINCE WALDORF, OR THE SPRAWL AND  
BUGHT OF PRINCE GEORGE'S COUNTY. DIDN'T THE BECTWAY

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

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

START AS A LIMITED ACCESS BYPASS AROUND WASHINGTON, D.C.

KEEP CALVERT COUNTRY!



**Maryland Department of Transportation**  
**State Highway Administration**

167

David L. Winstead  
Secretary

Parker F. Williams  
Administrator

November 15, 1996

Mr. Stuart E. Giles  
1840 Holland Cliffs Road  
Huntingtown MD 20639

Dear Mr. Giles:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for Alternate 4 Modified to widen MD 2/4 and your opposition for a bypass of Prince Frederick will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.

As requested, your name has been placed on the MD 2/4 project mailing list, and you will receive any future announcements concerning this project.

If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

While Alternative 5 was selected, a bypass corridor will not be placed in the master plan at this time.

V-70

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT  
DEVELOPMENT  
DIVISION

MD 2/4  
PRINCE FREDERICK AREA

JUN 17 11 32 AM '96

**Combined Location/Design Public Hearing**

Thursday, June 6, 1996

7:00 P.M.

Calvert High School

PLEASE

NAME JOHN B. GEORGE DATE 13 June 96

PRINT

ADDRESS 1140 HILLENDALE WAY  
CITY/TOWN PRINCE FREDERICK STATE MD ZIP CODE 20678

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

*I stand firmly against any and all increases in highway or road surfaces within ten miles of my property at the above address. Specifically, this includes all "by-pass" and "collector roads"*

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

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





**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

169

September 12, 1996

Mr. John B. George  
1140 Hilendale Way  
Prince Frederick MD 20678

Dear Mr. George:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your opposition to any roadway improvements within a ten mile radius of your property will be considered during this stage of project planning.

Your name is currently on the MD 2/4 project mailing list and you will continue to receive any announcement concerning this project.

If you have any further comments or questions please, feel free to contact me at (410) 545-8525 or, toll-free in Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

A bypass corridor will not be placed in the master plan at this time. The selected Alternative 5, along with construction of an initial phase of the collector road, will provide adequate capacity through the design year 2015. The remaining portion of the collector road would be considered in the future if needed. My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

170

MD 2/4  
PRINCE FREDERICK AREA

JUN 17 11 11 AM '96

Combined Location/Design Public Hearing

Thursday, June 6, 1996

7:00 P.M.

Calvert High School

PLEASE  
PRINT

NAME PETER R VOGT (D) DATE 14 JUN 96  
ADDRESS 3535 ALDER RD  
CITY/TOWN PORT REPUBLIC STATE MD ZIP CODE 20676

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

*See attached*

Please add my/our name(s) to the Mailing List. **(ALREADY ON LIST)**  
 Please delete my/our name(s) from the Mailing List.

Comments on the "Combined Location/Design Public Hearing" Re: MD2/4 in Prince Frederick area, hearing Date 6 June 96

Submitted to : State Highway Administration  
Office of Planning and Preliminary Engineering  
Box 717  
Baltimore, MD 21203

Copy to: Mr. Frank Jaklitsch, Director  
Dept. of Planning and Zoning  
Calvert County  
Courthouse Annex  
Prince Frederick, MD 20678

Submitted by: Peter Vogt  
3555 Alder Rd.  
Port Republic, MD 20676

*Peter Vogt  
15 June 96*

1) The presentation/hearing (6 Jun 96) and accompanying brochure were inadequate in two key respects- the amount of County-designated conservation overlay land crossed by the different bypass options; and the relative inefficiency of an eastern bypass in terms of the traffic from/to 231 from/to Rte 2/4 north or south.

2) There was absolutely no mention of the fact that Alternative 9 (eastern bypass) would for about 60% of its route (!!) traverse farm and resource conservation overlays designated just a few years ago by County-gov't. sponsored charrette with very extensive public and business participation. (These overlays are shown in green in B2, attached, with dark green denoting the resource conservation regions where there was to be little impact from human activities). Alternative 8 bypass would also impact some green area, and only alternative 6 avoids these sensitive areas. The complete omission of this matter undermines public confidence in both State and County governments, and gives the impression that citizens might as well not get involved in planning matters because their efforts, even if sanctioned by government, will be ignored just a few years later.

3) There was absolutely no mention of the traffic volume asymmetry between Hallowing Point Rd (MD 231) in the west, which currently carries around 17,000 vehicles per day, and Dares Beach Rd. (Md 402), which carries only about 7,000 vehicles per day (10,000 per day less than 231!). Rte 231 already is more heavily utilized than Rte 2/4 was prior to dualization along most of its length. MD 231 is the connector between Prince Frederick and central Calvert County on the one hand, and Waldorf, Rte 5, etc on the other. It is also the only alternative way to get to DC should 2/4 north be blocked. Plans for 231 dualization and the impact of 231 traffic present AND FUTURE,

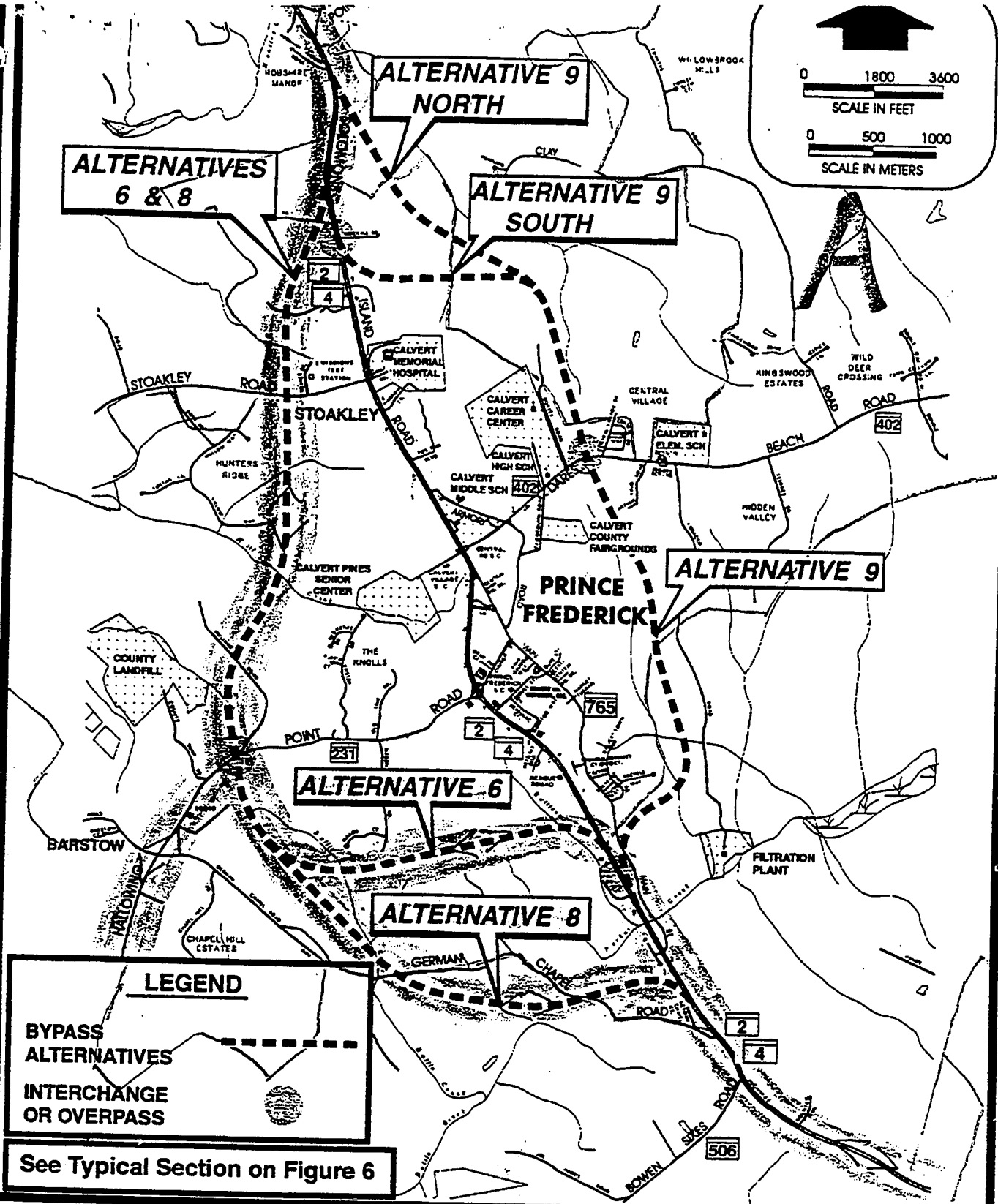
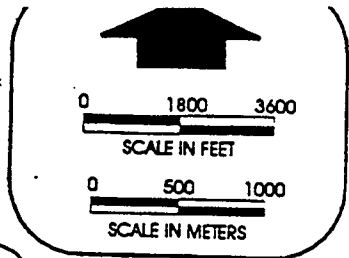
as well as dualization plans for 231, if any, should have been presented in terms of their impact on traffic problems in Prince Frederick. MD 402 volume is small and future development connecting to it is limited.

i am therefore flabbergasted that no-one (SHA or County) pointed out that an eastern bypass (Option 9) would force large and growing traffic volumes (from/to 231 to/from 2/4 north and south) to go through Prince Frederick, exacerbating the traffic problems there. I oppose all bypass options, but the eastern bypass, by not shunting the 231-related traffic around Prince Frederick, would waste taxpayers money. There is already a 10,000 vehicle per day difference between 231 on the west, and 402 on the east!

In the colored diagrams attached, I show qualitatively the low 402 traffic (yellow) vs the high 231 traffic (orange) that would have to go through Prince Frederick (at least the portion of the traffic in transit to 2/4). Stippling shows the expected additional congestion caused by an eastern bypass.

4) I trust my comments will be read and addressed in the next hearing; ideally the whole bypass option will be dropped and thoughts focussed on improving the present road, building overpasses connecting the two halves of Prince frederick, and construction of the Collector Road. Please let me know where I should lobby to help secure State support for county efforts to build the Collector Road.  
Peter Vogt

B



**LEGEND**

BYPASS ALTERNATIVES

INTERCHANGE OR OVERPASS

See Typical Section on Figure 6

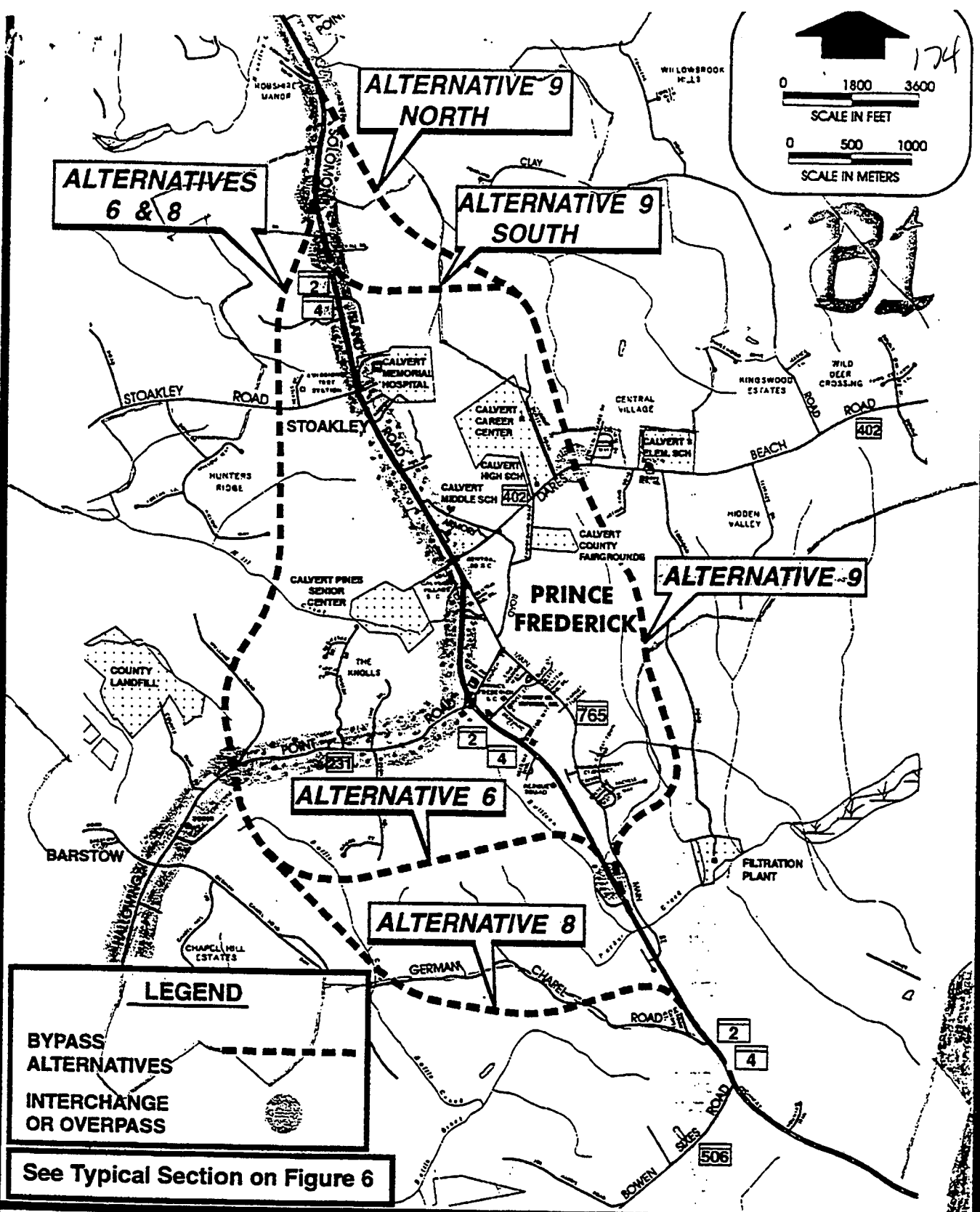
**MARYLAND ROUTE 2/4  
PRINCE FREDERICK AREA**

**MASTER PLAN STUDY**

**FIGURE 5**

MD 231 ← NORTH 2/4 OR SOUTH 2/4  
IF ALT. 6 OR 8 BUILT

MD 402 ← NORTH OR SOUTH 2/4



**MARYLAND ROUTE 2/4  
PRINCE FREDERICK AREA**

**MASTER PLAN STUDY**

**FIGURE 5**

MD 231 ↔ NORTH of 2/4  
IF ALT. 9 IS BUILT

MD 402 (DARES BEACH RD)  
↔ NORTH OR SOUTH 2/4





**Maryland Department of Transportation**  
**State Highway Administration**

176

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Mr. Peter Vogt  
3555 Alder Road  
Port Republic MD 20676

Dear Mr. Vogt:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your concerns of the bypass alternates, traffic, and the environment will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.

The brochure is a summary and is intended to highlight key issues about the project. Some of the issues you address should have possibly been included in the brochure. Thank you for the information concerning conservation areas and traffic.

The State Highway Administration (SHA) is aware of various conservation areas in the Prince Frederick. We feel that the only moderate impact to a forested conservation area would be associated with the northern area of bypass Alternate 9. While some of our alignments slightly impact conservation areas, we also needed to be respectful of other natural and socio-economic resources such as wetlands, streams, floodplains, historic and archeological sites, and the potential residential displacements.

Our travel demand analysis shows that of the traffic entering Prince Frederick today, 60% would use a western bypass and only 35% would use an eastern bypass. This information was shared at the wall displays at the hearing.

SHA does not currently plan to dualize MD 231.

SHA will contribute funds for the overpasses when needed and the remainder of the Collector Road is Calvert County's responsibility.

V-79

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



Mr. Peter Vogt  
Page Two

If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

LHE:CTH:rt

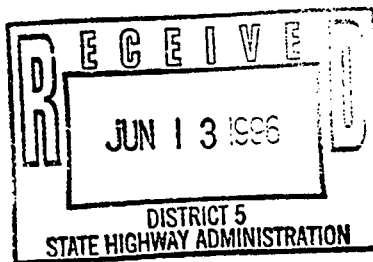
Supplemental Response:

A bypass corridor is not being placed in the master plan at this time.

178

June 11 1996

Mr. Paul Armstrong  
District Engineer District #5  
State Highway Administration  
138 Defense Highway  
Annapolis Md 21404



Dear Mr. Armstrong:

This letter is written in support of Alternative 1 No Build reference to Rt. 2 - 4 in the Prince Frederick Md area. At the hearing of June 6th Dr William Dorsey spoke in support of that Alternative. The purpose of this letter is to support the thoughts of Dr Dorsey. It is unclear to me why those of us who live in the immediate area must increase our burden and the additional expense which will accommodate those who are just traveling through. If it takes another four minutes then let those driving through plan for that time.

I would guess that in reality the final decision will be made by the politicians in office at that time and our recourse will be with them

Respectively

A handwritten signature in cursive script, appearing to read "John W. Williams Jr.".

John W. Williams Jr.

2715 Hallowing Pt Rd  
Prince Frederick, Md 20678



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff 179  
Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
138 DEFENSE HIGHWAY  
ANNAPOLIS, MARYLAND 21401

June 18, 1996

Mr. John W. Williams, Jr.  
2715 Hallowing Point Road  
Prince Frederick, Maryland 20678

Dear Mr. Williams:

Thank you for your recent letter regarding the recent public hearing on the proposed improvements along the MD 2/4 corridor in the Prince Frederick area.

Mr. Lee Carrigan is our project manager for this project. I have, therefore, forwarded your comments in support of Alternate 1 (No Build) to him for inclusion into the public record for this project.

If you have any further questions concerning this project, please feel free to call Mr. Carrigan at (410) 545-8525.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Paul D. Armstrong', written over a horizontal line.

Paul D. Armstrong  
Metropolitan District Engineer

PDA/lbh

cc: Mr. Lee Carrigan w/incoming

V-82

My telephone number is                     (410) 841-5450                    

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

LAW OFFICES

*Naji P. Malcoof*

BARRISTER BUILDING, 14604 ELM STREET

P. O. BOX 1488

UPPER MARLBORO, MARYLAND 20773-1488

301-627-5900

PROBATION  
DEVELOPMENT  
DIVISION

JUN 17 11 19 AM '96

180  
CALVERT COUNTY OFFICE

MAIN STREET

P. O. BOX J

PRINCE FREDERICK, MARYLAND 20

410-535-0070

301-855-1775

June 13, 1996

Maryland Department of Transportation  
State Highway Administration  
Office of Planning and Preliminary Engineering  
Box 717  
Baltimore, Maryland 21203

RE: Combined Location/Design Public Hearing  
Md. 2/4, Prince Frederick area

Dear 'sir/madam:

For the record, I was present at the public hearing regarding the Prince Frederick Area 2/4 Study which was held at Calvert High School on June 6, 1996 at 7 P.M. I stayed for the entire meeting and listened attentively to all of the speakers. It is clear from the comments made by most of the speakers that most were addressing matters not relevant to the hearing but instead addressed all of the perceived ills of development/growth in Calvert County.

The real issue is that there is a problem which exists with regard to Route 2/4 in the vicinity of Prince Frederick and the safe passage of motorists in this area. If nothing else, it was clear from all of the comments that there is no support for a bypass. Therefore, my discussions will address the remaining question of what remaining alternative is the best to alleviate the current and future problems which confront the motoring public in this area. Additionally, there is a problem of the collector roads which will be the duty of the County to fund and construct.

It is apparent that Calvert County with its resources is both unable and unwilling to commit to the costs associated with the collector roads. That being said, the issue of collector roads becomes an academic exercise.

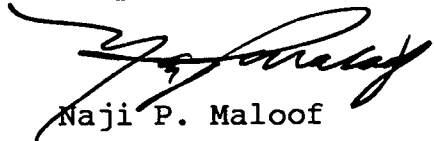
Getting past this issue and addressing the two remaining alternatives for the improvement of Route 2/4 as to which would be most viable to preserve Prince Frederick as a commercial and

Maryland Department of Transportation  
Page Two  
June 13, 1996

governmental center and to also facilitate the flow of traffic through the area. It is clear from the studies that have been done and the comments received that this can only be accomplished by Option Five which permits thru traffic in the area as well as access to Route 2/4.

In closing, I would again stress the fact that the question is not whether we can avoid the problem of congestion, but how we are going to correct the problem which exists and will continue to increase. I feel that Option Five is the only viable alternative to be considered.

Very truly yours,



Naji P. Maloof

NPM/db



**Maryland Department of Transportation**  
**State Highway Administration**

182

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 15, 1996

Mr. Naji P. Maloof  
Barrister Building  
14604 Elm Street  
Post Office Box 1488  
Upper Marlboro MD 20773-1488

Dear Mr. Maloof:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for Alternate 5, to widen MD 2/4 as the only viable solution, will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.


As you stated, it is clear that a bypass of Prince Frederick did not receive much support, but let me assure you, the County does fully intend to construct at least part of the Collector Road System.

If you have any further questions or comments, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by:

  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

LHE:CTH:rt

V-85

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

MD 2/4  
PRINCE FREDERICK AREA

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE  
PRINT

NAME Linda Palmateer DATE 6/12/96  
ADDRESS 1090 Hilendale Way  
CITY/TOWN Pr. Frederick STATE MD ZIP CODE 20678

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

I would support a "No build" alternative only!! I am absolutely opposed to the bypass alternative. I find it hard to believe there would only be 1 acre of wet lands involved. What are we trying to do to this beautiful County? We are a small County Lets get a "Stop building" proposal alternative. I do not want to see another Waldorf. with its high density traffic & roads. That is a perfect example of what we should not be striving to achieve. Show me where ~~these~~ <sup>Waldorf's</sup> roads ~~were~~ <sup>already</sup> considered an improvement. Calvert is <sup>already</sup> beginning to look like P.G. & pretty soon there will be no incentive to buying down here -

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



*Maryland Department of Transportation  
State Highway Administration*

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

August 12, 1996

Ms. Linda Palmateer  
1090 Hilendale Way  
Prince Frederick MD 20678

Dear Ms. Palmateer:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your support for the No-Build Alternate and your opposition to the Bypass alternates will be considered during this final stage of project planning.

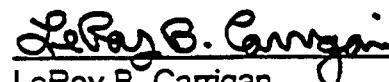
As you requested, your name will be placed on the MD 2/4 project mailing list.

If you have any questions, please feel free to contact me at (410) 545-8525 or toll-free in Maryland at 1-800-548-5026.

Very truly yours,

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

by:

  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

LHE:CTH:pls

Supplemental Response:

While Alternative 5 has been selected, a bypass corridor will not be placed in the master plan at this time.

V-87

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

185

PROJECT  
DEVELOPMENT  
DIVISION

MD 2/4  
PRINCE FREDERICK AREA JUN 13 9 50 AM '96

**Combined Location/Design Public Hearing**

**Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School**

PLEASE PRINT  
NAME CARL L. SUTTON DATE 6-10-96  
ADDRESS 605 TOBACCO RIDGE ROAD  
CITY/TOWN PR. FRED. STATE MD. ZIP CODE 20678

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

IN YOUR BROCHURE UNDER "PURPOSE OF STUDY" YOU SAY  
THIS STUDY IS TO IMPROVE TRAFFIC OPERATIONS ALONG  
MD 2/4 CORRIDOR IN THE PRINCE FREDERICK AREA  
THIS IS TRUE BUT YOU NEGLECTED TO INCLUDE  
THE STATEMENT OUR GOVERNOR MADE - PRINTED  
IN THE CALVERT INDEPENDENT DATED MAY 22 1996  
QUOTE "ROUTE 2/4 AS A HIGHER SPEED NORTH-  
SOUTH THROUGHWAY" THE GOVERNOR ALSO STATED  
THAT THE MARYLAND DEPARTMENT OF TRANSPORTATION  
WILL HAVE FUNDING FOR A PRINCE FREDERICK  
BY PASS WITH ENGINEERING TO BEGIN THIS YEAR  
CALVERT COUNTY IMPLEMENTED ZONING REGULATIONS  
IN 1968 TO CONTROL ITS GROWTH AND LAND  
MANAGEMENT IN THE COUNTY  
CHARLES COUNTY AND ST MARYS COUNTIES DID NOT  
DO THIS UNTIL THINGS HAD GOTTEN OUT OF CONTROL.

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

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

(2)

1) DON'T THINK CALVERT COUNTY SHOULD BE THE "SCAPE GOAT" FOR CHARLES AND ST. MARYS LACK OF INITIATIVE TO FORESEE THE MESS THEY HAVE MADE WITH THEIR ROAD SYSTEM & LAND MANAGEMENT

DON'T SHIFT THIS BURDEN ON CALVERT COUNTY BY CONSTRUCTING A NORTH-SOUTH THROUGHWAY TO BENEFIT PAX RIVER, ST. MARYS AND CHARLES COUNTIES

I THINK THIS IS THE GOVERNOR'S MAIN OBJECTIVE. TO GET TRAFFIC BETWEEN PAX RIVER & D.C. AS QUICKLY AS POSSIBLE LET CHARLES AND ST MARYS COUNTIES CLEAN UP THEIR MESS AND GET THEIR ROAD SYSTEM IN ORDER

ASSUMING THIS NORTH-SOUTH THROUGHWAY AND PRINCE FREDERICK BY PASS IS CONSTRUCTED IT WILL ONLY SHIFT THE TRAFFIC PROBLEM FROM PRINCE FREDERICK TO SOLOMONS AREA BY BRINGING TWO LANES OF TRAFFIC INTO ONE LANE AT THE THOMAS JOHNSON BRIDGE.

NOW IT WILL CREATE AT TRAFFIC TIE UP IN THE SOLOMONS AREA AND WHO KNOWS HOW FAR THE BACK UP WILL EXTEND UP RT 2/4.

(3)

AS FOR THE TRAFFIC PROBLEM IN THE PRINCE FREDERICK AREA I THINK THAT WIDENING RT 2/4 AS OUTLINED IN ALTERNATIVE H MODIFIED ALONG WITH THE COLLECTOR ROAD SYSTEM SHOULD TAKE CARE OF THE CONGESTION AND SOLVE A LOT OF THE PROBLEMS IN THIS AREA.

I ALSO THINK THE EXISTING TRAFFIC SIGNALS IN THIS AREA SHOULD BE SYNCHRONIZED (IF POSSIBLE) TO KEEP TRAFFIC FROM STOPPING AT EACH LIGHT.

AS FOR THE PRINCE FREDERICK BY PASS I AM DEFINITELY AGAINST CONSTRUCTION OF ANY KIND OF BY PASS AROUND PRINCE FREDERICK IF AT SOME TIME A BY PASS IS TO BE BUILT I THINK IT SHOULD BE ON THE WEST SIDE OF 2/4 (ALTERNATIVE 6 OR 8)

#### REASONS

I DEFINITELY OPPOSE TO ALTERNATIVE NO 9 #1 - ALTERNATIVE #9 WILL NOT HELP THE TRAFFIC USING RT 231.

RT 231 TRAFFIC WILL NOT USE THE ALTERNATIVE #9 BUT INSTEAD USE EITHER THE COLLECTOR ROAD TO GO NORTH OR USE THE EXISTING RT 2/4 IT WOULD BE OUT OF THEIR WAY PLUS THEY WOULD

(4)

HAVE TO GO THROUGH 3 TRAFFIC LIGHTS  
TO GAIN ACCESS TO THIS BY PASS  
THIS WOULD DEFINITELY SLOW THEIR PROGRESS  
TO THEIR NORTHERN DESTINATION.

REASON

#2 AND MOST IMPORTANT

THE PERPOSED INTERCHANGE FOR ALT. #9  
IS ON RT. HD2.

THIS IS IN THE MIDDLE OF A SCHOOL  
ZONE. AT 2:00 PM EVERY DAY DURING THE  
SCHOOL YEAR THERE <sup>ARE</sup> 48 BUSES AT THE  
CALVERT COUNTY HIGH SCHOOL

PLUS ADDITIONAL BUSES AT CALVERT COUNTRY  
SCHOOL AND AT CALVERT ELEMENTARY SCHOOL  
WHEN THIS TRAFFIC COMES TO THE  
INTERCHANGE IT WILL CREATE A VEAY  
DANGEROUS SITUATION.

I KNOW THE COST OF ALTERNATIVE #9 IS LESS  
THAN SOME OF THE OTHERS BUT THE RISK  
TO OUR SCHOOL CHILDREN IS MUCH HIGHER

RESPECTIVELY,

Carl L. Sutton



**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 18, 1996

Mr. Carl L. Sutton  
605 Tobacco Ridge Road  
Prince Frederick MD 20678

Dear Mr. Sutton:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for the widening Alternate 4 Modified, and the Collector Road System and your opposition to the bypass alternates will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.

The State Highway Administration (SHA) included a statement that the Governor recently announced that the engineering phase will be funded for improvements along the existing roadway in our hearing brochure. This information was also announced at the Combined Location/Design Public Hearing. The Governor has not made funding available for the engineering phase for a bypass of Prince Frederick.

Your suggestions regarding traffic signal synchronization will be addressed as we make final decisions on the improvements for Prince Frederick.

If you have any further questions or comments, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

**Supplemental Response:**

A bypass corridor has not been selected for placement in the master plan at this time.

Alternative 5 along with the construction of an initial phase of the collector road will provide adequate capacity along MD 2/4 and

at all major intersections through the design year 2015. The SHA District Office is currently investigating additional traffic signal timing optimization measures.

by:

Very truly yours,

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

*LeRoy B. Carrigan*  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

V-92

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

PROJECT DEVELOPMENT

# American Chestnut Land Trust, Inc.

*Preserving Calvert County's Natural and Historical Resources*  
Post Office Box 204  
Port Republic, MD 20676  
410 586-1570 Fax: 410 586-0468



28 June 1996

Director  
State Highway Administration  
Office of Planning and Preliminary Engineering  
Box 717  
Baltimore, MD 21203

Dear Sir:

The American Chestnut Land Trust (ACLT) wishes to comment on the 6 June 96 Public Hearing and Brochure regarding the proposed widening and/or bypass options for MD Rte 2/4 in the Prince Frederick area. ACLT is a membership organization that "promotes for the benefit of the public the preservation and improvement of natural resources ... in the watersheds of Parkers Creek, Governors Run, and Battle Creek."

We have previously gone on record opposing the bypass options, and in particular the eastern bypass option. We note that the eastern bypass (Alternative 9) would run for over 50 percent of its length through land previously designated by Calvert County as Resource Preservation (in Parkers Creek watershed) or Farm Community (in Hunting Creek watershed), necessitating the destruction of important forest while moving noise and pollution sources into an area where years of effort and millions of dollars of private and public funds have been at work to preserve the natural area. It would also effectively cut off Prince Frederick from the Parkers Creek nature preserve other than for vehicles.

An eastern bypass, furthermore, would force traffic connecting MD 2/4 north or south with MD 231 traffic to pass through Prince Frederick, thus contributing to the congestion a bypass is supposed to alleviate. The MD 231 volume is already about 17,000 vehicles per day, more than that on Rt. 2/4 prior to dualization. Route 231 and the connection of Prince Frederick to Waldorf and Washington would require dualization. As the traffic volume on MD 402 (Dares Beach Road) is and will remain much lower than that on 231, it would make much more sense to build any bypass to the west of Prince Frederick, but a western bypass is opposed by residents of impacted subdivisions and also has adverse environmental impacts.

We, therefore, oppose all bypass options but support widening of the existing Rt. 2/4 using Alternate 5. However, in view of the high accident rate in the Prince Frederick area, we believe the first priority should be to provide other accesses for commercial and residential needs via loop roads or service roads, rather than to continue to add local traffic to a wider road which is planned to handle more volume at greater speeds.

Our vision for Prince Frederick in the next century includes: improved mass transit to the Washington area, increased local employment centers, sidewalks for safe and pleasant pedestrian travel, and bicycle lanes and trails leading to the Parkers Creek natural area and Chesapeake Bay.

Sincerely,



Ralph H. Dwan, Jr.  
President

c: Md Dept. of Natural Resources  
Calvert County Board of Commissioners  
Calvert County Planning and Zoning  
The Nature Conservancy, Maryland Chapter



**Maryland Department of Transportation  
State Highway Administration**

192

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

Mr. Ralph H. Dwan, Jr., President  
American Chestnut Land Trust, Inc.  
PO Box 204  
Port Republic MD 20676

Dear Mr. Dwan:

Thank you for your interest in the MD 2/4 project. Your opposition to a bypass of Prince Frederick and your support for Alternate 5 will be considered during the final project planning stage.

Your suggestion to prioritize the County's Collector Road System will be considered. The Collector Road is Calvert County's responsibility to design, acquire right-of-way, and construct. In fact, part of the Collector Road would be in place before any widening of MD 2/4 would occur. Also, the bypasses were studied for possible inclusion in the county's master plan and if constructed would be many years in the future.

If you have any further comments or questions regarding this project, please feel free to contact me or the project manager, Lee B. Carrigan. Lee can be reached at (410) 545-8525, or toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Neil J. Pedersen'.

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

Supplemental Response:

While Alternative 5 has been selected, a bypass corridor will not be placed in the master plan at this time.

cc: Mr. Lee Carrigan

V-95

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS PROJECT

193

DEVELOPMENT  
DIVISION

MD 214  
PRINCE FREDERICK AREA

JUN 10 11 03 AM '96

Combined Location/Design Public Hearing

Thursday, June 6, 1996

7:00 P.M.

Calvert High School

PLEASE PRINT  
NAME AUSTIN CANKIELD DATE 6/6/96  
ADDRESS 2010 DATE RD.  
CITY/TOWN PORT REPUBLIC STATE MD. ZIP CODE 20676

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

SINCE AUTO TRAFFIC WILL NECESSARILY CONTINUE TO INCREASE OVER THE YEARS, ARE WE NOT AT A POINT WHERE LIGHT RAIL COULD SOLVE MANY OF THE PROBLEMS?

CONSIDER A SUSPENDED SYSTEM FROM ST. MARY'S THROUGH CHARLES AND CALVERT FOLLOWING WHERE POSSIBLE THE HIGH TENSION RIGHTS OF WAY, WITH STATIONS CLOSE TO TOWN CENTERS.

- ADVANTAGES:
- 1) PATHWAY ALREADY EXISTS, IN LARGE MEASURE
  - 2) PRETTY OF SPACE FOR PARKING LOTS IN RIGHTS OF WAY
  - 3) HEIGHT OF SYSTEM CAN BE SET TO ALLOW CROSS TRAFFIC TO PASS UNDERNEATH, TO AVOID R.R. CROSSINGS AND POTENTIAL COLLISIONS.
  - 4) SYSTEM CAN RETURN TO GROUND LEVEL AT STATION LOCATIONS.
  - 5) LESS IMPACT ON WETLANDS/ENVIRONMENTALLY SENSITIVE AREAS.
  - 6) REDUCES POLLUTION, INCLUDING NOISE POLLUTION. AVOIDS DELAYS.
  - 7) REDUCES ACCIDENTS AND TENSION ASSOCIATED WITH HIGH SPEED DRIVING.
  - 8) COST OF FARE, <sup>INCLUDING PARKING</sup> PROBABLY LESS THAN GAS AND D.C. PARKING LOT CHARGES.

DISADVANTAGE: COST, BUT FEDERAL FUNDS COULD BE AVAILABLE?

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



Maryland Department of Transportation  
State Highway Administration

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 18, 1996

Mr. Austin Canfield  
2010 Date Road  
Post Republic MD 20678

Dear Canfield:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your suggestions about light rail, including a suspended system, have been noted. I apologize for the lengthy delay in my response.

The Mass Transit Administration (MTA) currently provides commuter bus service for Calvert County to the District of Columbia. This is the most cost effective mode of public transit for an area with population characteristics such as Calvert County. The population projections for the County do not indicate sufficient population densities to maintain a light rail system. The Calvert County Comprehensive Plan (1996 draft) projects buildout population of approximately 150,000 residents in the year 2030. MTA estimates that a guideway rail system such as you described would cost approximately \$40 million per mile to construct and would require high density population concentrations to be located within close proximity to planned stations. A Light Rail System could be considered beyond the year 2030 if the population densities are sufficient to support it.

If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

V-97

LHE:CTH:rt

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

196

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT DEVELOPMENT DIVISION

MD 214  
PRINCE FREDERICK AREA 17 11 32 AM '96

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE PRINT  
NAME DOROTHEA GEORGE DATE June 6 1996  
ADDRESS 1140 Hillendale Way  
CITY/TOWN Prince Frederick STATE MD ZIP CODE 20678

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

I want to add my voice to the opposition of the bypass, alternate routes, etc

Widen Rt 4 if you have to - with limited access to Rt 4 from new businesses, residences, etc (we call them shoulder roads/service roads in England). Covered crossovers/consider And, most importantly, roundabouts (curves).  
drivers' education - most accidents could be prevented by drivers' ed. and enforcing the speed limit.

Copy to Cal. County Commission

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



**Maryland Department of Transportation**  
**State Highway Administration**

196

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 15, 1996

Ms. Dorothea George  
1140 Hilendale Way  
Prince Frederick MD 20678

Dear Ms. George:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your support for a widening alternate with limited access to future businesses and residences and your opposition to bypass alternates will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.

If you have any further comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

A bypass corridor will not be placed in the master plan at this time. The Selected Alternative 5 and consideration of access point elimination will proceed to the final project stages. Measures to limit access on to MD 2/4 for any new development and to reduce the number of entrances for existing development are being considered.

V-99

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

197

MD 214  
PRINCE FREDERICK AREA

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE NAME ROBERT D. HARRIS SR DATE 6-3-96  
PRINT ADDRESS 140 MAERALE AVE  
CITY/TOWN PRINCE FREDERICK STATE MD ZIP CODE 20678

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

IF THE COUNTY THINKS THEY SHOULD DO  
SOMETHING WITH ROUTE 214 I THINK A COLLECTOR ROAD  
AS IN FIGURE 2. WOULD BE THE WAY TO GO  
OR THINK ABOUT A BYPASS

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

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



**Maryland Department of Transportation**  
**State Highway Administration**

1996

David L. Winstead  
Secretary

Hal Kassoff  
Administrator

July 31, 1996

Mr Robert D. Harris Sr.  
140 Macrae Avenue  
Prince Frederick MD 20678

Dear Mr. Harris:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your support for the collector road system will be considered during this final stage of project planning.

As you requested, your name will be deleted from the MD 2/4 project mailing list.

If you have any questions please, feel free to contact me at (410) 545-8525 or, toll free in Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

**Supplemental Response:**

Because the Selected Alternative 5, with completion of the initial phase of the collector road, will provide adequate traffic capacity until the year 2015, the remaining portion of the collector road will be considered in the future, if needed.

V-101

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

199

PROJECT DEVELOPMENT DIVISION

MD 214  
PRINCE FREDERICK AREA

JUN 10 11 03 AM '96

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE  
PRINT

NAME PETER J. DALY DATE 6/5  
ADDRESS 105 VIANNEY LANE  
CITY/TOWN PRINCE FRED. STATE MD ZIP CODE 20678

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

I would be very much in favor of the following (in order of preference to be built)

- ① Collector Road System (especially west of 2-4) where no alternative routes exist
- ② Alternative 9 - North (with no access from driveways + entrances)

If these two alternatives were built I would think Alt. 4 + 5 would be unnecessary. I would prefer not to see the existing Rt. 214 wider as it becomes impossible for a pedestrian to cross and creates an impenetrable barrier, dividing our community.

But - Please build the By-Pass

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

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



Maryland Department of Transportation  
State Highway Administration

200

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 31, 1996

Mr. Peter J. Daly  
105 Vianney Lane  
Prince Frederick MD 20678

Dear Mr. Daly:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your support for the collector road system and Alternate 9 north will be considered during this final stage of project planning.

As you requested, your name will be placed on the MD 2/4 mailing list, and you will receive any future announcements concerning this project.

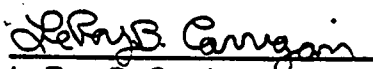
If you have any questions please, feel free to contact me at (410) 545-8525 or, toll free in Maryland, at 1-800-548-5026.

Very truly yours,

Supplemental Response:

Because the Selected Alternative 5 with the initial phase of the collector road in place will provide adequate capacity through the design year 2015, the remaining portions collector road would be considered in the future, as needed. A bypass corridor will not be placed in the master plan, at this time.

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

  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

Measures to enhance pedestrian mobility across MD 2/4 will be considered in the final stages of the project.

V-103

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



June 2, 1996

PROJECT  
DEVELOPMENT  
DIVISION

29

Lee Carrigan, Project Manager  
Project Planning Division  
State highway Administration  
707 N. Calvert St.  
Baltimore, MD 21203-0171

JUN 5 10 05 AM '96

Dear Mr. Carrigan:

We are writing to express our concerns regarding the various alternatives under discussion to improve traffic operations on Rt. 2/4. Our home is located in the Hunters Ridge sub-division (alternatives 6 and 8) and thus would be directly, and adversely, affected by several of these alternatives. As I will be out of town on business at the time of the June 6th hearing, I ask that these comments be given careful consideration in lieu of oral comments at that hearing.

First and foremost, we believe that, in reviewing alternatives for dealing with increased traffic flow, priority should be given to maintaining the integrity and quality of life of the Prince Frederick area and to avoiding, to the maximum extent possible, the disruption of the homes and countryside surrounding the Rt. 2/4 corridor. The overwhelming majority of Calvert County residents takes great pride in the quality of life and the environment in the County and are dedicated to maintaining it. Thus, I believe the view expressed above is widely shared.

From this perspective, it is clear that alternatives which keep traffic concentrated along the Rt. 2/4 corridor are to be much preferred. Conversely, we do not believe that the bypass alternatives should even be considered. All of them would adversely affect large numbers of residential properties and result in the loss of a substantial acreage of wetlands and woodlands. More fundamentally, they would change the nature of Prince Frederick and, inevitably over time, that of Calvert County itself. Construction of a bypass would result in all properties within the bypass or on its fringes becoming undesirable for residential use, causing a fall in property values and inevitably putting in motion a spreading deterioration of the surrounding area.

The adverse effects of the widening alternatives and collector road system options would be much less drastic and they are, of course, much less expensive. We would note, however, that we are unconvinced of the need, or even the rationale, for a collector road system. Widening, possibly combined with one or more over-passes, would seem to us adequate to meet increased traffic flow.

I would like to bring two other points to your attention:

1. The current summary of alternatives is somewhat misleading in its listing of properties affected. The widening alternatives and collector road options show a great many properties affected. However, these are almost all commercial in the case of the widening alternatives and disproportionately so in the case of the collector road options. But only two commercial businesses are actually displaced. One could assume that the effect on most of these commercial properties would be positive in giving them maximum access to the traffic flow.
2. The great bulk of the traffic flow is caused by commuter traffic to and from work. In the morning, almost all the commuter traffic flow occurs well before the opening of commercial businesses. Most occurs outside of peak business hours in the evening. This is another reason to seriously question the need for bypasses or collector roads.

I would appreciate your careful consideration of our comments and would like to be kept informed of the progress made in evaluating and reaching a decision on this matter.

Sincerely,

*Donald and Amelia Phillips*

Donald and Amelia Phillips

821 Willow Way  
Prince Frederick, MD 20678



Maryland Department of Transportation  
State Highway Administration

003

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 14, 1996

Donald and Amelia Phillips  
821 Willow Way  
Prince Frederick MD 20678

Dear Mr. and Ms. Phillips:

Thank you for your interest in the MD 2/4 project in the Prince Frederick area. Your opposition towards a bypass of Prince Frederick will be considered during this final stage of project planning. I apologize for the lengthy delay in my response.

You raise some very good points about quality of life and the environment. We have noted your suggestion about widening MD 2/4 with the possibility of also constructing overpasses to address the traffic needs in the area.

The State Highway Administration agrees that the businesses along MD 2/4 would have better access to the traffic flow with a widening of MD 2/4 or the Collector Road. The bypasses were studied for possible inclusion in the County's master plan, and only as a long term solution for the traffic problems in Prince Frederick.

If you have any additional comments or questions, please feel free to contact me at (410) 545-8525 or, toll-free within Maryland, at 1-800-548-5026.

Very truly yours,

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

Supplemental Response:  
Alternative 5 is the Selected  
Alternative. A bypass corridor  
will not be placed in the master  
plan at this time.

by:

*LeRoy B. Carrigan*  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

V-106

LHE:LBC:rt

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





*Maryland Department of Transportation  
State Highway Administration*

205  
David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

July 31, 1996

Ms. Ailene Stamper  
902 Dares Beach Road  
P.O. Box 27  
Prince Frederick MD 20678

Dear Ms. Stamper:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area.

As you requested, your name will be placed on the MD 2/4 mailing list, and you will receive any future announcements concerning this project.

If you have any questions please, feel free to contact me at (410) 545-8525 or, toll free in Maryland, at 1-800-548-5026.

Very truly yours,

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

by:

LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

V-108

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

206

MD 214  
PRINCE FREDERICK AREA

Combined Location/Design Public Hearing

Thursday, June 6, 1996  
7:00 P.M.  
Calvert High School

PLEASE PRINT  
NAME JOHN LADA DATE 1 June 96  
ADDRESS 5140 CAROL CT  
CITY/TOWN HUNTINGTON STATE MD ZIP CODE 20635

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

RECOMMEND APPROVAL OF THE THREE BYPASS

ALIGNMENTS - 2 (669) WEST OF PRINCE FREDERICK, &

ONE (9) LOCATED EAST OF PRINCE FREDERICK.

DELETE ALTERNATIVE 9 SOUTH.

THANK YOU!!!

WELL DONE!!!

J. L. Lada

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



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

207

July 31, 1996

Mr. John Lada  
5840 Carol Court  
Huntingtown MD 20639

Dear Mr. Lada:

Thank you for your interest in the MD 2/4 project in the Prince Frederick Area. Your support for the bypass alternates will be considered during this final stage of project planning.

If you have any questions please, feel free to contact me at (410) 545-8525 or, toll free in Maryland, at 1-800-548-5026.

Very truly yours,

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

by: LeRoy B. Carrigan  
LeRoy B. Carrigan  
Project Manager  
Project Planning Division

Supplemental Response:

A bypass corridor will not be placed in the master plan at this time.

V-110

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

008

D. NEPA/404





MARYLAND Office of Planning

September 7, 1993

PROJECT  
DEVELOPMENT  
DIVISION

209

William Donald Schaefer  
Governor

Ronald M. Kreitner  
Director

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
707 North Calvert St.  
Baltimore, MD. 21203-0717

re: Purpose and Need MD 2/4 Project  
Attention: Jeffrey H. Smith

Dear Mr. Ege:

The Maryland Office of Planning has reviewed the Purpose and Need Summary and additional information provided on the MD 2/4 Project. We understand there to be two purposes for proposed improvements to the corridor: to safely and effectively serve through trips which comprise an estimated 65% of the traffic in Prince Frederick; and to safely and effectively serve local trips within the Town Center. The identified need for the improvements is based on projected traffic volumes for 2015 that exceed the capacity of the existing road, and higher than average accident rates.

We think that the Summary should include further elaboration on access management efforts of both SHA and the County in the corridor, since these methods are currently employed in an effort to improve the traffic carrying capacity of the highway. The Prince Frederick Master Plan (adopted July, 1989) includes specific access control policies for MD 2/4 within the Town Center. These policies demonstrate a County commitment to limit further deterioration of this road through the Town Center. Given these policies, along with the SHA's Access Management Program which we understand focusses on the MD 2/4 corridor, there should be some assessment of the benefits that have been or will be derived from these cooperative efforts.

We recommend that the section on modal interrelationships be expanded to include more information on the public transit services operating and planned in the corridor, as well as plans for expansion or addition of park and ride lots. Although the commuter bus service is mentioned, the description is not adequate. This service (MTA's #904 line) is part of the State's Commuter Bus Program, and is privately operated under contract to the State. There are two routes on the #904 line: one between Prince Frederick and Washington and the other between North Beach

V-111

210

Mr. Louis H. Ege, Jr.  
September 7, 1993  
Page 2

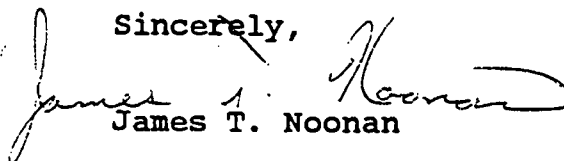
and Washington. Average daily ridership and information on service plans can be obtained from the MTA. Information on the frequency of WMATA service and average daily ridership between Prince Frederick and Andrews Air Force Base is certainly relevant here. Also not mentioned is the local public transportation service between Prince Frederick, Lusby and Dunkirk provided by the Calvert County Transportation Division.

We believe that there should be a full assessment of the factors that might contribute to a solution. The Calvert County Department of Planning and Zoning is in the process of revising its Comprehensive Plan, in accordance with the Economic Growth, Resource Protection and Planning Act of 1992. The County intends to address land use and growth management issues, particularly in southern Calvert County, which may influence the 65% through traffic cited in your Summary. The link between land use and transportation is one of the important factors that should be considered in determining an appropriate solution for the MD 2/4 corridor. The County's revised Plan will be adopted before SHA implements a transportation solution in this corridor. We concur with the need for improvements to the MD 2/4 corridor.

We urge that the SHA Study take into account these additional factors. For example: Would intersection improvements along with the enforcement of the County's access control policies in Town Center contribute to a reduction in the accident rate and improvement of traffic flow? Would expansion of bus services in the corridor contribute to an improvement in the efficiency of traffic flow? How will the County's pending growth management policies affect the traffic projections on which the Study is based?

Please contact Christine Wells of our office if you would like to discuss these comments further.

Sincerely,

  
James T. Noonan

JTN/CW

cc: Vivian Marsh, OP  
Frank Jaklitsch, Calvert County

211



MARYLAND DEPARTMENT OF THE ENVIRONMENT  
2500 Broening Highway • Baltimore, Maryland 21224  
(410) 631-3000

William Donald Schaefer  
Governor

David A.C. Carroll  
Secretary

March 17, 1994

Mr. Louis H. Ege, Jr., Deputy Director  
Office of Planning and Preliminary Engineering  
Maryland Department of Transportation  
State Highway Administration  
Attn: Mr. Jeffery H. Smith  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Contract No. C 413-101-570  
Md 2/4 south of Md 765 to north of Stoakley Rd.  
PDMS No. 042042  
Calvert County, Maryland

Dear Mr. Ege:

The Administration has received and Reviewed the "Purpose and Need Statement" for the above referenced project. The following comments are a result of that review:

The Water Quality Certification Division's primary concerns are avoidance and minimization of impacts to waters and wetlands of the State and provision for meeting applicable State water quality standards where impacts are unavoidable. Understandably, the level of detail in the "Statement" does not provide sufficient information to identify wetland locations or impacts within the project limits. The Administration will require water quality management for stormwater runoff discharged into waters or wetlands. Erosion and sediment control measures must be provided during construction and must be reviewed and approved by the Maryland Department of the Environment, Sediment and Stormwater Plan Review Division. The Administration will defer further comment until such time that more detailed information is available.

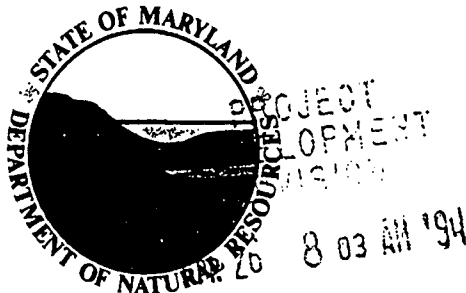
The Administration appreciates the opportunity to provide comments on this "Study". If you have any questions regarding the above, please call.

Sincerely,

James K. Tracy, P.E.  
Water Resources Engineer  
Water Management Administration

JKT

V-113



212

William Donald Schaefer  
Governor

**Maryland Department of Natural Resources  
Water Resources Administration**

Tawes State Office Building  
Annapolis, Maryland 21401

Torrey C. Brown, M.D.  
Secretary

Robert D. Miller  
Director

*"A Commitment to Excellence in Managing Maryland's Water Resources"*

April 20, 1994

Ms. Anne Elrays  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21203-0717

RE: MD 2/4, South of MD 765 to  
North of Stoakley Road

Dear Ms. Elrays:

The Department of Natural Resources has reviewed the Purpose and Need statement for the above referenced project. The project area is located along existing MD 2/4 through the Town of Prince Frederick in Calvert County. The submittal discusses anticipated traffic problems through the year 2015.

The following comments and questions were generated from our review of the Purpose and Need submittal for this project:

- 1.) We are aware that the Purpose and Need statement is not intended to address potential alternatives; however, the submittal should identify the specific traffic problems that exist in the study area. The failing levels of service (LOS) identified in the submittal were associated with existing intersections. If the failure of the intersections is the most significant impairment to traffic flow through the study area, improvements to the failing areas should be highlighted as the "need" for the project. Correspondingly, the "purpose" should also be identified in terms of addressing the traffic flow problems at the failing locations. In comparison with other SHA projects, the 2015 LOS associated with the roadway sections in the study area appeared to be within an acceptable range.
- 2.) The submittal does not clarify the conditions assumed in the LOS study. Specifically, the effect of other potential roadway improvements in the study area should be considered in the analysis.

V-114

Telephone: (410) 974-2156

DNR TTY for the Deaf: 301-974-3683

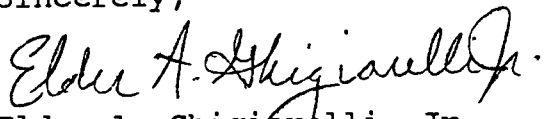
213

Ms. Anne Elrays  
April 20, 1994  
Page 2

- 3.) The "need" associated with the study area appears to be partially associated with controlling access to MD 2/4, thereby maintaining or improving the ability of the roadway to function as a conduit for thru traffic. The ability of the Town's planning and zoning processes to meet this need should be discussed in the Purpose and Need submittal.
  
- 4.) The submittal indicates a relationship between the traffic patterns on MD 2/4 and the movement of vehicles from Charles County. The limitations of mass transit facilities in the study area are also discussed. Both of these issues fall under the umbrella of the MD 301 Task Force formed to address transportation problems in southern Maryland. Accordingly, the relationships between the transportation issues pertinent to the MD 2/4 study area and the issues under investigation by the MD 301 Task Force should be discussed.

In summary, we feel the Purpose and Need Statement would be improved if it identifies the causes of traffic problems in the study corridor, identifies the assumptions associated with the traffic analyses, and discusses the traffic trends in the context of other on-going transportation and planning projects. The Purpose and Need should summarize specific conclusions from the LOS study and accident statistics in the project area.

If you have any questions, contact me at 974-2156 or Sean Smith, Tidewater Administration at 974-2788.

Sincerely,  
  
Elder A. Ghigiarelli, Jr.  
Chief, Coastal Zone Consistency

EAGJr:cma  
cc: Sean Smith, TID



Maryland Department of Transportation  
State Highway Administration

214

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

September 28, 1993

RE: Contract No. C 413-101-570  
MD 2/4  
South of MD 765 to North  
of Stoakley Road  
PDMS No. 042042  
Calvert County, Maryland

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

Attention: Mr. David Lawton

Dear Mr. Barrows:

In accordance with your letter dated July 28, 1993, we have edited the Purpose and Need Statement for the MD 2/4 project to address your comments. Attached is a copy of the revised Purpose and Need.

In response to your question about the critical elements we propose to study, this subject will not be addressed in the Purpose and Need Statement. The preliminary alternates are not part of the Purpose and Need, but will be discussed at the Interagency Field Review scheduled for October 21st.

We thank you for your comments and request your concurrence with the Purpose and Need for the MD 2/4 project. You may indicate your concurrence on the signature line below. Please return your response to the attention of Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. George Walton at (410) 333-3439.

Sincerely,

Hal Kassoff  
Administrator

by:

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

V-116

My telephone number is (410) 333-1110

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

215

Mr. A. Porter Barrows  
Page Two

Concurrence:

*David L. Linton*

*for the*

Federal Highway Administration  
Division Administrator

10-22-93  
Date

HK:NJP:sc  
Attachment

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Louis H. Ege, Jr.
- Mr. Douglas Simmons
- Ms. Cynthia Simpson
- Mr. Jeff Smith
- Mr. George Walton



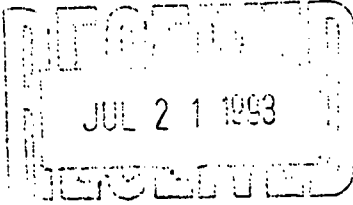
Maryland Department of Transportation  
State Highway Administration

BS 216

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

AUG 16 8 15 AM '93

July 19, 1993



RE: Contract No. C 413-101-570  
MD 2/4  
South of MD 765 to North  
of Stoakley Road  
PDMS No. 042042  
Calvert County, Maryland

Mr. Robert Zepp  
U.S. Fish and Wildlife Service  
Division of Ecological Services  
1825 B Virginia Street  
Annapolis MD 21401

Attention: Mr. Bill Schultz

Dear Mr. Zepp:

In accordance with the combined environmental/regulatory process, the State Highway Administration requests your concurrence with the Purpose and Need for the MD 2/4 project. Attached is a copy of the Purpose and Need, summary of the environmental inventory and a study area map.

Please provide your concurrence on the Purpose and Need by September 7, 1993. You may indicate your concurrence on the signature line below. Please return your response to the attention of Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. George Walton at (410) 333-1186.

Very truly yours,

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

by:

George W. Walton  
Assistant Division Chief  
Project Planning Division

V-118

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



Mr. Robert Zepp  
Page Two

LHE:GWW:sjc  
Attachments

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Louis H. Ege, Jr.
- Mr. Gary Green
- Mr. Douglas Simmons
- Ms. Cynthia Simpson
- Mr. Jeff Smith

Concurrence:

*William Schultz* Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service

8/13/93  
 Date/



REPLY TO  
ATTENTION OF

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

AUG 17 1993

AUG 10 2 27 PM '93

Operations Division

Subject: CENAB-OP-RX (MD SHA/MD 2/4)

Mr. George Walton  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21203-0717

Dear Mr. Walton:

This is in reply to your July 19, 1993 letter requesting Corps concurrence in the purpose and need for the subject project.

We concur that there is a need to improve the intersection operation on MD 2/4 within the project limits. You assert that an improvement in intersection capacity alone would not be enough to correct the operational deficiencies of this corridor because the numerous access points would continue to contribute to capacity and safety problems. We do not have sufficient information to concur with this statement. We recommend that an alternative be developed which would focus on improving the intersection capacity, and that if uncontrolled access points are shown to be the limiting factor in such an alternative, that segments of the County's proposed parallel service road network be included as a means of providing alternative access.

Because so much of the traffic in this corridor is destined for employment centers in Washington, DC, a mass transit alternative should be considered. In addition, because the existing park-and-ride lots are currently utilized to their capacity, any alternative which is ultimately selected should include the expansion of park-and-ride capacity.

We have concerns about the County's proposed service road network because the service road network was placed on the County's Master Plan without any study of its environmental impact. Portions of the service road network would impact high quality wetland systems. We understand from our previous involvement in this project that the identified operations deficiencies of this corridor do not warrant both a major SHA improvement and a County service road network. Typically, SHA develops alternatives to address the project need, with the assumption that any County-proposed projects will be in place by the project design year. Because both the County service road and a major SHA improvement are not needed to address the traffic problems, we ask that on this project you consider the County-proposed service road network as a separate build alternative (except in the case as mentioned above where

portions of the County service road network would be added to a SHA build alternative). Furthermore, because the full service road network would be considered as a separate alternative, traffic projections for other build alternatives should not assume that the service road network is in place in the design year. This approach would call for a joint County and SHA sponsorship of the project, with the County agreeing to adopt the selected alternative as being sufficient to address the corridor deficiencies, and agreeing to drop from their Master Plan any portions of the service road network shown to be unnecessary and/or environmentally unacceptable.

We are anxious to begin a cooperative effort with your staff to identify environmentally-preferred corridors for an alternative(s) on new location. We request that the environmental agencies be provided aerial photography of the study area, with identification of aquatic resources superimposed on the photography, if available. We request that this endeavor commence as soon as possible so as not to contribute to any postponement of the location public hearing.

If you have any questions, please call Mr. Paul Wettlaufer of this office at (410) 962-1844.

Sincerely,

*Paul R. Wettlaufer*

for Keith A. Harris  
Acting Chief, Special Projects  
Permit Section

Copy Furnished:

- Phil Cweik, COE
- Bill Schultz, FWS
- Pete Stokely, EPA
- Sean Smith, DNR



**Maryland Department of Transportation**  
**State Highway Administration**

220  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

October 7, 1993

RE: Contract No. C 413-101-570  
MD 2/4  
South of MD 765 to North  
of Stoakley Road  
PDMS No. 042042  
Calvert County, Maryland

Mr. Keith Harris  
U.S. Army Corps of Engineers  
P.O. Box 1715  
Baltimore MD 21203-1715

Attention: Mr. Paul Wettlaufer

Dear Mr. Harris:

This is in response to your letter which was received in our office on August 17, 1993. Because your comments are alternative related, we will not incorporate them into our Purpose and Need Statement, but will address them here.

In your letter, you agreed that there is a need to improve operation on MD 2/4 within the project limits, but were concerned that not enough data was presented to support large-scale improvements to the corridor.

As the study progresses, we will provide detailed traffic information for each alternative. This information will allow us to determine alternatives which will address the transportation needs of the MD 2/4 corridor with minimal impact to the surrounding environment. A full range of transportation alternatives will be evaluated and will include the analyses of intersection improvements and/or the possible elimination of some access points within the project limits as a potential solution. Transit alternatives and the expansion of park and ride facilities will be considered as well.

Regarding the county's proposed collector road system, we will look at what impacts construction of portions or all of the collector road system by the county would have on the need to construct improvements on MD 2/4 as well as what impacts such construction would have on the environment. Because we are not the project sponsor of the proposed collector road system, we do not believe it is appropriate for us to present the collector road system as an alternative for SHA to obtain NEPA approval. We plan to work closely with the county in developing the alternatives and to incorporate this study into the county master plan revision process.

V-122

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

221

Mr. Keith Harris  
Page Two

We thank you for your comments and request your concurrence with the Purpose and Need for the MD 2/4 project. You may indicate your concurrence on the signature line below. Please return your response to the attention of Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. George Walton at (410) 333-3439.

Very truly yours,

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

by: *George W. Walton*  
George W. Walton  
Assistant Division Chief  
Project Planning Division

LHE:GWW:as

- cc: Ms. Jareene Barkdoll (w/incoming)
- Mr. Lee Carrigan
- Mr. Louis H. Ege, Jr.
- Ms. Anne Elrays
- Mr. Frank Jacklitsch
- Mr. Ed Meehan
- Mr. Douglas Simmons
- Ms. Cynthia Simpson
- Mr. Jeff Smith

**Concurrence:**

We concur there are deficiencies which warrant improvement. You have not presented information for us to concur in your statement that intersection improvements alone would not solve the traffic problem. However, we recognize that traffic data will \*\*

*Paul R. Westlauffer*  
for U.S. Army Corps of Engineers

18 October 1993  
Date

\*\*be presented later in the study to assess how traffic operations would be improved under each of the alternatives proposed for detailed study. Whether or not the projected improvement in traffic operations can justify the anticipated environmental impacts will be determined when this information becomes available.



Maryland Department of Transportation  
State Highway Administration

PRO  
DEVELOP

222  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

SEP 19 11 52 AM '93

July 19, 1993

RE: Contract No. C 413-101-570  
MD 2/4  
South of MD 765 to North  
of Stoakley Road  
PDMS No. 042042  
Calvert County, Maryland

Mr. Roy Denmark, Acting Chief  
NEPA Compliance Section  
U.S. Environmental Protection Agency  
Region III  
841 Chesnut Avenue  
Philadelphia PA 19107

Dear Mr. Denmark:

In accordance with the combined environmental/regulatory process, the State Highway Administration requests your concurrence with the Purpose and Need for the MD 2/4 project. Attached is a copy of the Purpose and Need, summary of the environmental inventory and a study area map.

Please provide your concurrence on the Purpose and Need by September 7, 1993. You may indicate your concurrence on the signature line below. Please return your response to the attention of Mr. Jeffrey H. Smith. Should you have any questions, please feel free to contact Mr. George Walton at (410) 333-1186.

Very truly yours,

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

by: George W. Walton  
George W. Walton  
Assistant Division Chief  
Project Planning Division

V-124

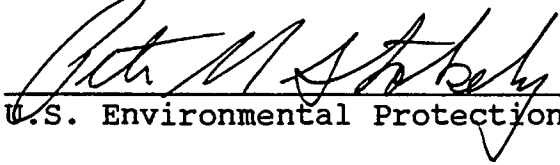
My telephone number is \_\_\_\_\_

Mr. Roy Denmark  
Page Two

LHE:GWW:sjc  
Attachments

- cc: Ms. Jareene Barkdoll
- Mr. Lee Carrigan
- Mr. Louis H. Ege, Jr.
- Mr. Gary Green
- Mr. Douglas Simmons
- Ms. Cynthia Simpson
- Mr. Jeff Smith

Concurrence:

  
 \_\_\_\_\_  
 U.S. Environmental Protection Agency

9-7-93  
 Date

*EPA's concurrence on the project's purpose and need, which from the data provided appears relatively minor, is based on the anticipation that the environmental impacts will be commensurate with the need.*

224



# United States Department of the Interior

NATIONAL PARK SERVICE

Mid-Atlantic Region  
143 South Third Street  
Philadelphia, PA 19106



PLS  
FLOP  
DIV  
2 08 PM '94

IN REPLY REFER TO:

L32 (MAR-LGC)

Re: Contract No. C413-101-57  
MD 2/4

Anne Elrays  
Environmental Specialist  
Maryland Dept. of Transportation  
State Highway Administration  
707 North Calvert St., Rm. 503  
Baltimore, MD 21202

Dear Ms. Elrays:

Following up on our telephone conversation of March 11, 1994 my only comment with regard to National Park Service concerns on the Purpose and Need document is that due consideration be given to Section 4(f) resources and that coordination and consultation with the Maryland State Historic Preservation Officer and appropriate recreation resource agencies be conducted.

Sincerely,

Robert F. Gift  
Regional Environmental Coordinator





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

PROJECT  
DEVELOPMENT

DEC 5 10 53 AM '93

225

REPLY TO ATTENTION OF:  
Operations Division

DEC 06 1993

Subject: MD 2/4, north of Stoakley Road to south of MD 765,  
in Calvert County

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

Dear Mr. Kassoff:

This is in reply to the initial interagency site visit conducted for the subject project in accordance with the NEPA/404 process, for the purpose of identifying environmental constraints along the preliminary alternatives. The site visit was conducted over the course of three days with members of the Project Planning Division and environmental agencies.

Our observations from this review are that most of the wetlands that would be affected by the preliminary alternatives appear to be of very high quality and provide numerous functions. Most of the preliminary alternatives, as currently proposed, would clearly pose difficulties with permitting. However, during the site visits we offered several suggestions for alignment shifts which would make one or more of the bypass alignments more palatable to this agency. A summary of our recommendations follows. (The alternatives are referenced according to the colors by which they were identified on SHA's preliminary alternatives mapping, which are duplicated in the attachment to this letter).

The two easternmost bypass alignments (gold and orange) would have significant impacts on Parker Creek. We were advised by the Calvert County environmental planner that Parker Creek is one of the highest rated wetland systems in the state of Maryland. Both of these alignments would have crossed Parker Creek where the stream is braided into numerous shallow-depth channels in a wide floodplain/wetland on a flat gradient. The stream and associated wetland exhibit numerous functions of high value at these two locations. While the red alignment would cross Parker Creek at an acceptable location (adjacent to MD Route 2/4), it would cross a tributary to Parker Creek which was braided and of high value. In addition, just north of MD Route 402, the red alignment was located very close, if not directly in, a tributary to Hunting Creek. This trib has very steep slopes which are eroding at several locations. Any discharge of runoff into this system would accelerate the erosion. Based on our observations, we would recommend shifting the red alignment to the west of these two stream systems to reduce impacts. We

would appreciate another opportunity to field review any such shift if this alignment is carried forward. In addition, the northernmost tributary to Hunting Creek that is crossed by the red alignment (the trib which flows behind the Hospital) was not observed during these field visits and would be examined during any subsequent field visits.

The bypass alignment on the west side of MD Route 2/4, if modified in accordance with the following recommendations, would appear more favorable than any of the eastern bypass alignments.

The dark green alignment and the County's proposed collector road (pink) were proposed to cross Sullivan Branch. This is a high value wetland system which should be avoided. The collector road system alignment should be shifted to follow the old railroad embankment which parallels Sullivan Branch on the west. The collector road should follow this abandoned embankment across Parker Creek, thereby avoiding any new impact to Parker Creek. Because the County's collector road alignment was not field-reviewed in detail, we will want to conduct further reviews along this route if this alignment is selected for detailed study.

Both of the western bypass alignments (dark green and light green) would have impacted a minority community located along Mason Road and Mason Court. In addition, the dark green alignment would have impacted Battle Creek. To avoid both impacts, it was recommended that the green alignments be shifted to the west side of Battle Creek, through existing farmlands (shift shown in blue). Battle Creek would be crossed at the location of the existing German Chapel Road crossing, thereby avoiding any new impact to Battle Creek. The alignment would then tie into MD 2/4 along one of two optional alignments shown.

The location of the green alignments across Mill Creek is acceptable, provided the crossing is accomplished in the vicinity of the power line crossing, where the wetland is already disturbed and the stream confined to a single channel. Moving northward, the green alignments would cross two tributaries of Mill Creek. We understand that the alignment in this vicinity will be dictated by the desire to minimize impacts to a large privately-owned tract of land, on which a developer has proposed building a shopping center. Just north of Stoakley Road, the alignment traverses the site of an abandoned drive-in theater. This site exhibited numerous flags delineating a proposed development. We question whether this proposed development will force a change in this portion of the alignment. Further north, the alignment segments an existing trailer park. We did not observe whether this was a minority community, but the community impact would nevertheless be significant. If this alignment is retained for detailed study, the stream impact could be minimized by crossing this tributary at the location of an existing trailer park road. If the

decision is made to attempt to minimize the community impact, we would be willing to explore alignment shifts with your staff.

While this letter does not constitute the Corps' final position on the acceptability of the bypass or collector road alignments, we believe that we have provided some constructive guidance regarding alignments which would not be acceptable, and those which could be made more acceptable by shifting. Given the constraints imposed by the existing trailer park community and several proposed developments identified along the western bypass, north of Mill Creek, we anticipate that you may want to consider additional shifts prior to selecting alignments for detailed study. If so, we would welcome the opportunity to field review such changes with your staff.

During the field reviews, we attempted to minimize the wetland and stream impacts of the preliminary alternatives by directing the alignments to cross at locations where the stream had previously been disturbed by highway, railroad, or utility crossings. We also looked for locations where the wetland width was most narrow or the wetland functions were least valuable. The National Wetland Inventory (NWI) maps (attachment) proved helpful as a means of identifying the most promising crossing locations. While we welcome the opportunity to conduct these reviews with your staff, we recognize that your staff could accomplish the same purpose, and minimize the need for our involvement, if they would incorporate these objectives when establishing the preliminary alternatives. With the assistance of the environmental staff of the Project Planning Division, we believe there is sufficient expertise within the Division to do this, thereby enabling us to reduce our role. Again, we do not object to an expanded role if it is helpful in arriving at a mutually acceptable solution.

We look forward to continued involvement with your staff. We appreciate their assistance in conducting the field reviews, as well as the involvement of representatives from USFWS, DNR, and Calvert County. If you have any questions, please contact Mr. Paul Wettlaufer of this office at 962-1844.

Sincerely,

*Paul R. Wettlaufer*

*for* Keith A. Harris  
Acting Chief, Special Projects

Encl

CC: Bill Schultz, USFWS  
Sean Smith, DNR  
Frank Jaklitsch, Calvert Co.



**Maryland Department of Transportation**  
**State Highway Administration**

DEC 23 9 17 AM '93

228  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

December 21, 1993

Mr. Keith Harris  
U.S. Army Corps of Engineers  
Post Office Box 1715  
Baltimore MD 21203-1715

Dear Mr. Harris:

Thank you for your recent letter concerning the initial interagency site visit for the MD 2/4 project planning study. Your summary of this field review agrees with that of our project planning staff. Please be assured that your comments and recommendations will be given full consideration as the process continues.

We will investigate the suggested alignment shifts contained in your letter to determine their feasibility and impacts, and will continue to coordinate with you once we have more information available.

Once again, thank you for your participation in the process. I am encouraged by the cooperative spirit that exists between our project team and the environmental agencies as we work together to reach an environmentally acceptable solution.

If you have any further comments or questions, please contact Mr. Lee Carrigan, our project manager. Lee can be reached at (410) 333-4582.

Sincerely,

*Elizabeth L. Horner, Deputy*

for Hal Kassoff  
Administrator

cc: Mr. Lee Carrigan

V-130

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

229

Mr. Keith Harris  
December 21, 1993  
Page Two

bcc: Mr. Edward H. Meehan  
Mr. Neil J. Pedersen



230  
PROJECT  
DEVELOPMENT  
DIVISION

MARYLAND Office of Planning Feb 23 9 26 AM '96

February 20, 1996

Parris N. Glendening  
Governor

Ronald M. Kreitner  
Director

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning & Preliminary Engineering  
State Highway Administration  
P.O. Box 717  
Baltimore, Maryland 21203-0717

Re: MD 2/4 Project

Dear Mr. Ege:

Staff at the Maryland Office of Planning have reviewed the description of the Alternates Retained for Detailed Study and the November 28 Addendum that SHA provided to assess the consistency of these alternates with the policies of the Economic Growth, Resource Protection and Planning Act of 1992. Our comments follow below.

#### Alternate 1 (No-Build)

The MD 2/4 corridor is part of the State's primary highway system and is the only north/south through route in Calvert County. It would not be consistent with the intent of the Planning Act to allow this facility to become inadequate as a result of extreme congestion and high accident rates.

#### Alternate 4 Modified

Of the upgrade alternates, Alternate 4 modified best supports the intent of the Planning Act by maintaining the traffic activity within the Prince Frederick growth area, rather than diverting it around the growth area. It would not create increased pressure for development in areas not planned for growth by providing new highway access. Alt. 4 modified encourages maximum use of MD 2/4, on which the State made significant investment in the early 1980's to improve traffic flow. Based on the information provided, the R.O.W. required for this alternate appears to have the least total impact on existing land uses. The proposed use of auxiliary lane for bicycles supports the use bikes as an alternative to the car. In combination with the access management program funded in the CTP for this corridor, this alternate appears to be most consistent with the Act.

#### Alternate 5

This alternate supports some of the intent of the Planning Act by maintaining the traffic activity within the Prince Frederick, rather than diverting it around the growth area. However, the eight lane width of this alternate could have negative impacts on community character. It is difficult to assess whether the reduced design speed would alleviate the

Mr. Louis H. Ege, Jr.  
Page Two

impact of the road width enough to mitigate that negative impact. The transportation alternate that is selected should support Prince Frederick as a community and a destination, not only provide opportunity to pass through it at high speed. With the access management program funded in the CTP, Alternate 5 would improve the adequacy of the highway and would not directly create pressure for development in areas not planned for growth. Alternate 5 encourages the maximum use of the existing infrastructure, MD Route 2/4. The reduced lane widths and median included in this Alternate appear to have less negative impact on streams and waters and supports the intent of the Act to protect resources.

#### Collector/Distributor System

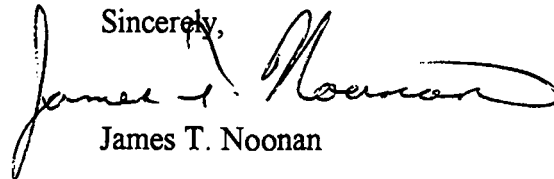
This alternate supports the intent of the Planning Act to improve adequacy of the transportation system by addressing circulation within the Prince Frederick growth area. It expands the transportation network by providing alternate travel routes, but does not replace the existing highway infrastructure. With the access management program funded in the CTP, this system would help to maximize the use of the existing transportation infrastructure. This alternate may also strengthen the existing community by linking the central business district along MD 2/4 and the older business district along MD 765. The Collector/ Distributor system supports the intent of the Planning Act by maintaining the traffic activity within Prince Frederick, rather than diverting it around the community, or creating new highway access in areas of the County not planned for growth. This Alternate supports the overall intent of the Planning Act.

#### Bypass Options

SHA has reported that the Bypass alternative will be considered as part of a County Master Plan study, and not through this NEPA process. Since the bypass alternates continue to be shown on study maps we note again that there could be concerns about the consistency of a bypass with the Economic Growth, Resource Protection and Planning Act. The County's 1996 draft Comprehensive Plan, has now been submitted for review. As a policy document, it identifies objectives for maintaining a sustainable community, and addresses growth management throughout its four chapters. It includes recommendations for actions to improve safety and efficiency of MD Route 2/4 such as access management and parallel connecting roads, as well as public transit, and TSM techniques. There is no specific recommendation about a bypass in this draft document. We support the County's approach to addressing growth management comprehensively before making any recommendations regarding a highway bypass of Prince Frederick.

Mr. Louis H. Ege, Jr.  
Page Three

These comments should be considered together with our letter dated October 16, 1995 regarding the Alternates to be Retained for Detailed Study on the MD 2/4 project. If there are questions about these comments please contact me or Christine Wells.

Sincerely,  
  
James T. Noonan

cc: Christine Wells, OP  
Frank Jaklitsch, Calvert County





PROJECT  
DEVELOPMENT  
DIVISION

MARYLAND *Office of Planning*

OCT 20 5 52 AM '95

October 16, 1995

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*Parris N. Glendening*  
Governor

*Ronald M. Kreitner*  
Director

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning & Preliminary Engineering  
State Highway Administration  
P.O. Box 717  
Baltimore, MD. 21202

MD 2/4 Project Calvert County  
Attention: Gay L. Olsen

Dear Mr. Ege:

Staff at the Maryland Office of Planning have reviewed the information provided on the Alternates Retained for Detailed Study for the MD 2/4 project. We understand there to be four alternatives proposed for detailed study by the State Highway Administration. However, we are not clear about certain information presented in the description and note our questions and comments below.

We believe the Master Plan study process will allow full consideration of the land use and growth management implications of a bypass. The assumption on our part would also be that any need for a bypass has been estimated to be much further away into the future than previously thought. The explanation of the more comprehensive study of the bypass to be conducted by the county through the master plan process would be worth including in this documentation.

There is no mention of access management in the information provided. Do alternatives 4 modified or 5 include study of improved access management? How is SHA integrating its on-going efforts at access management in this corridor with this study?

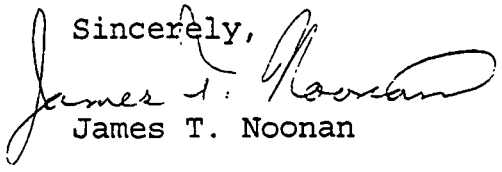
Why does the documentation specify that it would be the County's responsibility to design, acquire right of way and construct the collector/distributor system? The justification for what alternatives should be studied further does not require the determination of responsibility for design and construction. The rationale for SHA study of the collector/distributor system is that it has potential for solving the traffic safety and capacity problems identified on MD 2/4 in the purpose and need for the study. We believe that SHA should determine how these needs can

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best be met. We encourage a cooperative approach between the State and the County in addressing the needs once an alternative has been selected.

It is surprising to us that in the brief traffic assessment provided, there are conclusions drawn about the LOS expected from the alternatives proposed for detailed study. Has additional study already been conducted for the proposed alternatives?

It would have been helpful to have included a map that identifies the alternatives proposed for study, including interchange locations and all referenced streets. Generally SHA provides more detail to justify the dropping of alternatives than has been provided here. If you or your staff have questions about our comments, please contact me or Christine Wells.

Sincerely,  
  
James T. Noonan

cc: Christine Wells, OP  
Vivian Marsh, OP



**Maryland Department of Transportation**  
**State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

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November 28, 1995

RE: Contract No. C 413-101-570  
MD 2/4  
Prince Frederick Area  
PDMS No. 042042

Mr. James T. Noonan  
Maryland Office of Planning  
301 West Preston Street  
Baltimore MD 21201-2365

Dear Mr. Noonan:

Thank you for reviewing and commenting on the Alternates Retained for Detailed Study document for the MD 2/4 project in the Prince Frederick Area.

We are providing an addendum with responses to your comments. We are also providing you with mapping, brochures and a matrix of impacts.

Should you have any questions, please feel free to call Joseph Kresslein at (410) 545-8550.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
preliminary Engineering

by: Joseph R. Kresslein  
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

LHE:LBC:as  
Attachments

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. James T. Noonan  
Page Two

cc: Mr. LeRoy Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph R. Kresslein  
Ms. Gay Olsen  
Ms. Rene Sigel  
Ms. Cynthia D. Simpson  
Mr. Alan H. Straus

Addendum:

Response to Maryland Office of Planning Comments on the

MD 2/4 Study

Comment:

We believe land use and growth management implications will be considered in the Master Plan Study process and that the bypass study is farther in the future.

Response:

The Master Plan bypass study will consider both land use and growth management. Calvert County realizes that Prince Frederick is a designated growth area and that growth should be controlled south of Prince Frederick and the land use remain rural in nature. The bypass is farther in the future.

Comment:

A more detailed explanation of the bypass should be included in the Alternates Retained for Detailed Study.

Response:

Six bypass alternates were originally proposed, three to the west of MD 2/4 and three to the east. At this time, only three proposed bypass alternates (6, 8 and 9) remain. Bypass alternates 7, 10 and 11 have been dropped from further study due to higher cost and wetland impacts. All of the bypass alternates included a partial interchange for MD 2/4 at the north end, an at-grade connection at the south end, and a full interchange at MD 231 (west) or MD 402 (east). These locations would be the only access points for the bypasses.

The bypass alternates propose the construction of a four lane divided roadway. This would consist of two through lanes and a full outside shoulder in each direction separated by a 34-foot depressed grass median. All are proposed with a 60 mph design speed. The bypass alternates

would help separate local and through traffic in Prince Frederick. It is expected that through traffic would use a bypass and local traffic would continue to use MD 2/4 to travel within the Town Center. The bypasses will not go through the NEPA/404 process, but will be briefly discussed in the Environmental Document.

Comment:

How does Alternate 4 Modified and Alternate 5 improve access management and is the effort of access management being integrated as an ongoing process?

Response:

Alternate 4 Modified and Alternate 5 will improve access management along MD 2/4 because each existing business will be encouraged to limit entrances. Future proposed developments will be instructed to limit the number of entrances to one access control point per development where possible. A study to improve access controls on MD 2/4 from MD 264 to MD 258 is included in the Development and Evaluation Program of the Consolidated Transportation Program. These access control improvements consist of consolidating entrances, constructing service roads, providing access to public streets and purchasing controls of access. SHA would also require new development to provide access through consolidation, use of a service road concept, or developer road access (access to public street from rear entrance).

Comment:

Why is the County responsible for the design, right-of-way acquisition and construction of the Collector Road System?

Response:

Calvert County requested that SHA study their Collector Road System while we were studying the widening of MD 2/4. Since the Collector Road System would become a County Road, the County would be responsible for design, right-of-way acquisition and construction.

Comment :

SHA should determine how traffic problems can be met and how each improvement would handle traffic congestion.

Response:

Traffic Assessment

An explanation of the various Level of Service (LOS) determinations are as follows:

- Level A - free traffic flow, low volumes, high speeds
- Level B - stable traffic flow, some speed restrictions
- Level C - stable flow, increasing traffic volumes
- Level D - approaching unstable flow, heavy traffic volumes, decreasing speeds
- Level E - low speeds, high traffic volumes approaching roadway capacity, temporary delays
- Level F - forced flow with traffic delays

If nothing is done along MD 2/4 (i.e. No-Build), all four signalized intersections from Stoakley Road to MD 231 will fail (LOS F) in the PM peak period and the roadway segments between these intersections will operate at a LOS D.

If just the County proposed Collector Road System is built, the intersections will still fail, but the roadway segments will operate at LOS C/D.

If the Collector Road System is built with the interchanges/overpasses (complete system) any signalized intersection left will fail, but the segments between these intersections will be operating at a LOS C or better. There are some questions remaining as to how the major intersections along the Collector Road System will function under this scenario.

If either of the State proposed widening alternatives are built, the four signalized intersections along MD 2/4 will still experience some delay (LOS D/E), unless additional work (beyond widening MD 2/4) is undertaken. Also, under this scenario Alternate 4 Modified will operate at a LOS C and Alternate 5 will operate at a LOS B.

If both the Collector Road System and the widening take place then, the entire system will operate at a LOS C with Alternate 4 Modified and with Alternate 5. This means that less additional work(beyond widening MD 2/4)will be necessary at the major intersections to obtain an adequate Level of Service(LOS D)or better.

If the Collector Road System is built with the interchanges/overpass(complete system)and the widening takes place, everything will function at LOS C or better, except at some of the Collector Road System intersections with the major County and State routes.

Comment:

It would have been helpful to include mapping with the document.

Response:

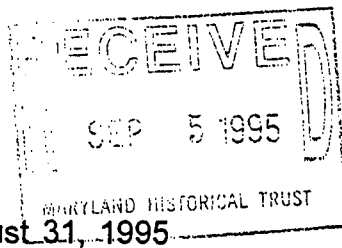
Detailed mapping and impact summary is attached with the addendum.



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Maryland Department of Transportation  
State Highway Administration



David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

OCT 17 4 20 PM '95

RE: Contract No. C 413-101-570  
MD 2/4 from MD 231 to Stoakley Road  
Calvert County  
PDMS No. 042042

Mr. J. Rodney Little  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville MD 21032-2023

Dear Mr. Little:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your comments on the attached description of Alternates Retained for Detailed Study for the MD 2/4 project. A draft version was sent to you for review prior to the Alternates Retained for Detailed Study presentation at the Interagency Review Meeting held on August 16, 1995.

Please provide us with your comments by October 16, 1995, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Prince Frederick Quad

Very truly yours,

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

"No Objection to Alternatives Retained"

Ephott J. Cole 10/10/95

Archives: #222 BC 9/27/95

by: Joseph R. Kresslein  
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

LHE:AE:skt  
Attachment

cc: Mr. Lee Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph Kresslein

Ms. Gay Olsen  
Ms. Cynthia Simpson  
Mr. Alan Straus

V-143

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

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



MARYLAND DEPARTMENT OF THE ENVIRONMENT  
2500 Broening Highway • Baltimore, Maryland 21224  
(410) 631-3000  
DEVELOPMENT  
DIVISION

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Parris N. Glendening  
Governor

OCT 4 11 27 AM '95

Jane T. Nishida  
Secretary

September 26, 1995

Mr. Louis H. Ege, Jr., Deputy Director  
Office of Planning and Preliminary Engineering  
Maryland Department of Transportation  
State Highway Administration  
P. O. Box 717  
Baltimore, MD 21203-0717

Attention: Mr. Joseph R. Kresslein

Re: MD 2/4 from MD 231 to Stoakly Road, Contract # C 413-101-570, Calvert County

Dear Mr. Kresslein:

Thank you for the opportunity to comment on your document Alternatives Retained for Detailed Study for the above-referenced project. I believe the proposed alternatives (1, 4 Modified & 5) are worthy of more detailed study. However, I am unable to provide comments regarding preference until impacts to waters and wetlands can be estimated. Since the document states that this information will be provided shortly, I would be pleased to provide additional comments at that time.

So as to provide a more efficient water quality and stormwater management review later in the process, we recommend that, when an alignment is eventually selected and plans are provided, the Plan Review Division, Nonpoint Source Program also receive the plans as soon as possible.

I look forward to working with you on the next phase of the project proposal. Thank you for your cooperation. If you have any questions, please contact me at (410) 631-3609.

Sincerely,

Andrew T. Der  
Environmental Specialist  
Nontidal Wetlands and Waterways Division

cc: Gary Setzer  
Ken Pensyl

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Maryland Department of Transportation  
State Highway Administration

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

gub

November 28, 1995

RE: Contract No. C 413-101-570  
MD 2/4  
Prince Frederick Area  
PDMS No.042042

Mr. Andrew T. Der  
Maryland Department of The Environment  
Non-Tidal Wetlands Division  
Water Management Administration  
Tawes State Office Building  
580 Taylor Avenue  
Annapolis MD 21401

Dear Mr. Der:

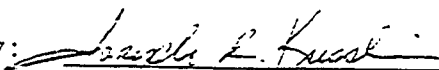
Thank you for reviewing the Alternatives Retained for Detailed Study document and for informing us that you are unable to offer specific comments until impacts on wetlands and waters of the U.S. have been estimated.

The attached preliminary impact Summary of Alternates matrix should provide you with the information needed to further comment.

Should you have any questions, please feel free to call Joseph Kresslein at (410) 545-8550.

Very truly yours,

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

BY:   
Joseph Kresslein  
Assistant Division Chief  
Project Planning Division

LHE:LBC:as  
Attachments

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

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Mr. Andrew T. Der  
Page Two

cc: Mr. LeRoy Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph R. Kresslein  
Ms. Gay Olsen  
Ms. Cynthia D. Simpson  
Mr. Alan H. Straus

MD 24 - PRINCE FREDERICK  
SUMMARY OF ALTERNATES

Analysis Item	ALT 1 (NO BUILD)	WIDENING ALTERNATES			COLLECTOR ROAD ALTERNATES			BYPASS ALTERNATES		
		ALT. 2 <sup>1</sup>	ALT. 4 MODIFIED	ALT. 5	BASIC ALIGNMENT	PARTIAL DORSEY AVOID.	COMPLETE DORSEY AVOID.	6	8	9
Length - (Miles)		3.8	2.6	2.6	6.4	6.5	6.6	5.1	5.9	4.5
<b>Socioeconomic</b>										
<b>1. Relocations (Total Takes)</b>										
a. Residences	0	4	2	0	10	21	21	24	22	19
b. Businesses	0	5	1	0	1	1	1	6	8	1
c. Church/School	0	0	0	0	0	0	0	0	0	0
Total	0	9	3	0	11	22	22	30	30	20
<b>2. Number of Properties Affected</b>										
a. Residential	0	16	11	13	47	52	51	37	46	43
b. Business/Commercial	0	71	39	57	27	27	27	9	5	2
c. Church/School	0	3	3	3	5	5	5	0	1	0
d. Parkland or Recreation Area	0	0	0	0	0	0	0	0	0	0
e. Historic/Archaeological Sites	0	---	0	0	1	1	0	*	*	*
Total	0	90	53	73	80	85	84	46	52	45
<b>3. Right-of-Way Required - (acres)</b>										
a. Residential	0	6	1.8	1.9	52.8	58.0	58.5	100	146	120
b. Business	0	15	7.7	9.4	24.3	24.3	24.3	59	38	12
c. Church/School	0	3	2.0	2.0	2.1	2.1	2.1	0	1	0
d. Historic/Archaeological Sites	0	0	0	0	3.8	0.20	0	*	*	*
Total	0	24	11.5	13.3	83.0	84.6	84.9	159	185	144
4. Consistent with area land use plans	No	---	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Natural Environment</b>										
1. Number of stream reloc. - (Linear Ft. - LF)	0	---	2-120	2-40	11-2,065	8-1,705	8-1,705	*	*	*
2. Number of stream crossings	0	---	3	3	11	8	8	*	*	*
3. Affected threatened or endangered species	0	0	0	0	0	0	0	0	0	0
4. Area of prime farmland affected	0	---	*	*	*	*	*	*	*	*
5. 100-year Floodplain impacted - (acres)	0	0	0	0	0	0	0	0	0	0
6. Wetlands affected - (acres)	0	1	0.20	0.50	1.80	3.80	4.05	16	12	9
7. Waters of the U.S. affected - (Linear Ft.) <sup>2</sup>	0	---	120	20	2,065	1,705	1,705	*	*	*
8. Woodlands impacted - (acres)	0	---	2.69	2.64	11	40	39	*	*	*
<b>Noise</b>										
Number NSA's exceeding abatement criteria or increasing 10 dBA or more over ambient	*	---	*	*	*	*	*	*	*	*
<b>Air Quality</b>										
CO violations of 1-hr or 8-hr standards	0	---	*	*	*	*	*	*	*	*
<b>Cost (Millions)</b>										
TOTAL	0	---	*	*	*	*	*	*	*	*

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<sup>1</sup> Length of Waters of the U.S. affected is included in length of stream relocations.  
<sup>2</sup> Alternate 2 has been dropped from consideration, but is shown for comparison purposes.  
 \* To be determined

97B



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PROJECT DEVELOPMENT DIVISION  
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
841 Chestnut Building  
Philadelphia, Pennsylvania 19107-4431

OCT 13 9 21 AM '95

OCT 16 1995

Mr. Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division  
Maryland State Highway Administration  
P.O. Box 717  
Baltimore, MD 21203-0717

Re: MD 2/4 from MD 231 to Stoakley Road, Calvert County

Dear Mr. Kresslein:

Your Agency has asked for concurrence on Alternates Retained for Detailed Study for the MD 2/4 project. We have reviewed the document dated August 31, 1995. We have a number of outstanding issues before we are able to concur on the Alternates Retained for Detailed Study.

- \* Maps: It would be helpful if the draft provided maps of the study area and of the alternates being studied. The alternates map should identify those roadways and locations that are referenced in the draft (Stoakley Road, MD 231, Calvert Memorial Hospital, Rescue Quad South, etc.). This information is critical in better understanding the project alternatives as well as the LOS information.
- \* Alternatives: We have two SHA drafts of the Alternates--one dated August 10th, the other August 31, 1995. For two of the alternatives--Alternative 4 Modified and Alternative 5--the number of lanes change. Alternative 4 Modified proposes 4 lanes (August 10th draft), then 6 lanes (August 31st draft). Alternative 5 proposes 6 lanes, then 8 for August 10 and 31st respectively. Why were these lanes changed?

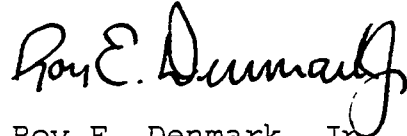
Also, it would be helpful to have general information about MD 2/4 in the No-Build alternative on the number of existing lanes, length of area impacted, etc. in order to put into context the alternative impacts on MD 2/4.

Finally, it would be helpful to have information on each alternative describing the length that would be impacted. For the Partial Interchanges and Overpass, a map of the area with interchanges and overpass identified should be included as well.

\* Alternatives Dropped: Why was Alternative 4 modified to provide auxiliary lanes? Alternatives 2 and 3 were dropped due to greater impacts to residences and businesses. How great were these impacts in comparison to the alternatives being proposed?

We recognize that the August 31st version is simply a draft of the Alternatives and that more detailed information will be developed and discussed in the NEPA document. However, we believe that the information requested above is critical and necessary before we are able to concur on the alternatives for this project. Should you have any questions, please contact Mary Ann Boyer at (215) 597-3634. Thank you.

Sincerely,



Roy E. Denmark, Jr.  
NEPA Review Coordinator



**Maryland Department of Transportation**  
**State Highway Administration**

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David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

November 28, 1995

RE: Contract No. C 413-101-570  
MD 2/4  
Prince Frederick Area  
PDMS No.042042

Mr. Roy Denmark, Jr., Chief  
NEPA Compliance Section  
Environmental Protection Agency  
Region III  
841 Chestnut Avenue  
Philadelphia PA 19107

Attention: Ms. Mary Ann Boyer

Dear Mr. Denmark:

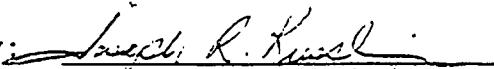
Thank you for reviewing and commenting on the Alternates Retained for Detailed Study document for the MD 2/4 project in the Prince Frederick Area.

We have attached an addendum addressing your comments along with mapping, brochures and a matrix of impacts.

Should you have any questions, please feel free to call Joseph Kresslein at (410) 545-8550.

Very truly yours,

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

by:   
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

LHE:LBC:as  
Attachments

V-150

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



cc: Mr. LeRoy Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph R. Kresslein  
Ms. Gay Olsen  
Ms. Rene Sigel  
Ms. Cynthia D. Simpson  
Mr. Alan H. Straus

Addendum:

Response to EPA comments on the MD 2/4 Study

Comment:

Provide descriptive mapping of the study area with proposed alternates.

Response:

Mapping is attached.

Comment:

Alternates 4 Modified and Alternate 5 lane description was described differently on two different dates. Why were these lanes changed?

Response:

The descriptions of the typical sections were not made clear. The correct descriptions are as follow:

Alternate 4 Modified proposes the reconstruction of MD 2/4 to a four lane divided curbed roadway with auxiliary lanes. This would consist of two through lanes and an auxiliary lane in each direction separated by the existing median. The auxiliary lanes would be used to accommodate turning movements into the numerous business entrances located adjacent to MD 2/4.

Alternate 5 proposes the reconstruction of MD 2/4 to an six lane divided curbed roadway with auxiliary lanes. This would consist of three through lanes and an auxiliary lane in each direction separated by a 20 foot raised curbed median.

Comment:

Provide general information about the No-Build Alternate, existing lanes, impacts etc.

Response:

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Maryland Department of Transportation  
State Highway Administration

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

August 31, 1995

RE: Contract No. C 413-101-570 P  
MD 2/4 from MD 231 to Stoakley  
Road  
Calvert County  
PDMS No. 042042

Mrs. Susan J. Binder  
Division Administrator  
Federal Highway Administration  
The Rotunda - Suite 220  
711 West 40th Street  
Baltimore MD 21211

ENVIRONMENTAL REVIEW PERFORMED  
AND FOUND TO BE SATISFACTORY  
*Hal Kassoff* 10/2/95  
ENVIRONMENTAL ENGINEER

Attention: Mr. David Lawton

Dear Mrs. Binder:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line indicating your agreement with the attached description of Alternates for Detailed Study for the MD 2/4 project. A draft version was sent to you for review prior to the Alternates Retained for Detailed Study presentation at the Interagency Review Meeting held on August 16.

Please provide us with your concurrence or response by October 16, addressed to the attention of Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Sincerely,

Hal Kassoff  
Administrator

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

V-153

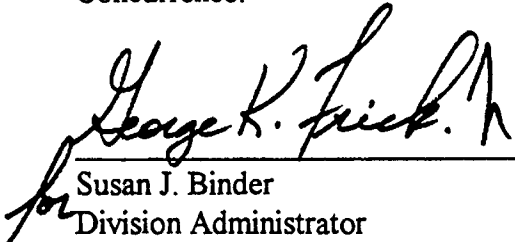
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Mrs. Susan J. Binder  
Page two

Concurrence:

  
for Susan J. Binder  
Division Administrator  
Federal Highway Administration

10/3/95  
Date

LHE:JK:skt

Attachment

- cc: Mr. Lee Carrigan
- Mr. Louis H. Ege
- Mr. Joseph Kresslein
- Ms. Gay Olsen
- Ms. Cynthia Simpson
- Mr. Alan Straus
- Mr. Dennis Yoder

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**Maryland Department of Transportation  
State Highway Administration**

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

April 26, 1996

RE: Contract No. C 413-101-570  
MD 2/4  
Prince Frederick Area  
Calvert County, Maryland

Mr. Ray Dintaman, Director  
Maryland Department of Natural Resources  
Resources Management Services  
Environmental Review Unit  
Tawes State Office Building C-2  
Annapolis MD 21401

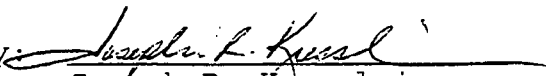
Dear Mr. Dintaman:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the Alternates Retained for Detailed Study for the MD 2/4 project.

Please provide us with your concurrence addressed to Ms. Gay L. Olsen of the Project Planning Division. Should you have any questions, please feel free to call Mr. Joseph R. Kresslein at (410) 545-8550. We appreciate your expedited review.

Very truly yours,

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

by:   
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

V-155

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Ray Dintaman  
MD 2/4-Alternates Retained For Detailed Study  
April 26, 1996  
Page Two

Concurrence:

Ray C. Dintaman  
Maryland Department of Natural Resources

4-26-96  
Date

LHE:AE

cc: Mr. Lee Carrigan  
Mr. Louis H. Ege  
Ms. Anne Elrays  
Mr. Joseph R. Kresslein  
Ms. Gay L. Olsen  
Ms. Cynthia Simpson  
Mr. Alan Straus



**Maryland Department of Transportation**  
**State Highway Administration**

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O. James Lighthizer  
 Secretary  
 Hal Kassoff  
 Administrator

MEMORANDUM

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

FROM: LeRoy B. Carrigan *Lee*  
 Project Manager  
 Project Planning Division

DATE: November 1, 1993

RE: Contract No. C 413-101-570 N  
 MD 2/4 - Stoakley Road to MD 765  
 PDMS No. 042042

SUBJECT: INTERAGENCY FIELD REVIEW  
 PRELIMINARY ALTERNATES

On October 21, 1993, a field review was held to give agency personnel an opportunity to comment, ask questions, and offer suggestions concerning the MD 2/4 study. The field review was held in Prince Frederick, Maryland, in the study area. The following attended:

- |                   |                              |
|-------------------|------------------------------|
| LeRoy B. Carrigan | SHA - Project Management     |
| Lisa Raecke       | SHA - Project Management     |
| Anne Elrays       | SHA - Environmental Planning |
| Heather MacDonald | SHA - Travel Forecasting     |
| David Boellner    | SHA - Environmental Programs |
| Frank Jacklitsch  | Calvert County P&Z           |
| Judy Cole         | DNR - WRA                    |
| Mohammad Ebrahimi | DNR - WRA                    |
| Jerry Barkdoll    | FHWA                         |
| Chris Dutch       | FHWA                         |
| Mary Vincitore    | FHWA                         |
| Paul Wettlaufer   | COE                          |
| Michelle Gomez    | COE                          |
| Jeff Trulick      | COE                          |

Mr. Carrigan began by giving a brief overview of the Purpose and Need for the project. He then gave a brief description of the alternates currently under consideration. SHA will study several different alternates including access control, intersection improvements, roadway reconstruction (widening), collector roads (county proposed), and bypasses. Ms. Elrays then explained some environmental concerns in the study area which included the following:

V-157

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

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 Baltimore, Maryland 21202

A preliminary assessment of the socio-economic environment identified existing land use to be a mixture of residential, commercial, institutional, wooded and agricultural uses. Future land use is designated for additional commercial, employment and residential development. Right-of-way and displacements would be required.

A preliminary assessment of the natural environment shows no 100-year flood plains or federally listed threatened or endangered species in the study area. DNR has identified a state threatened plant, the single-headed pussytoe, located along Parker Creek. A wetland corridor study was completed in January 1992. Forty wetland areas, predominantly PFO, were identified. There are five creeks in the study area: Hunting Creek, Mill Creek, Battle Creek, Parker Creek and Sullivan Branch. All streams are Class I Use.

There are potential 4(f) issues involving the numerous schools in the study area, the Calvert County Fairgrounds, and the Calvert Pines Senior Citizens Center. Calvert Middle School was determined not to be a 4(f) issue through previous coordination with County school officials and FHWA.

Preliminary coordination with MHT has identified several M.I. sites with some being potentially significant. There are four known significant historic sites in the study area. The project area is considered likely to contain prehistoric and historic archeological resources.

The following stops were made at key places in the study area, with the numbers below corresponding to the numbers on the attached map.

1. McDonald's (meeting spot)
2. Fox Run Shopping Center (parking spot)
3. W-10 (PFO), Hunting Creek
4. Proposed partial interchange - east bypass
5. Proposed partial interchange - east and west bypasses
6. Proposed partial interchange - collector road  
Dorsey House - Historic Site (NRE)
7. Stoakley Road intersection  
Calvert Memorial Hospital
8. Proposed overpass - collector road  
Calvert Middle School, no 4(f)



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9. MD 402 (Dares Beach Road) intersection
10. MD 231 (Hallowing Point Road) intersection
11. Prince Frederick Volunteer Fire Department
12. W-1 (PFO), Sullivan Branch
13. Rescue Squad
14. Proposed partial interchange - collector road  
Proposed at-grade intersection - west bypass
15. MD 765 (Main Street) intersection  
Proposed at-grade intersection - east bypass
16. W-22 (PFO), Parker Creek (east), state threatened single-headed pussytoe located along creek
17. W-22 (PFO), Parker Creek (west)
18. Proposed at-grade intersection - west bypass
19. Proposed at-grade intersection - east bypass
20. Proposed at-grade intersection - east bypass
21. W-24 (POW), Battle Creek, probable cypress along creek
- 21A. W-28 (PFO), Battle Creek, probable cypress along creek
22. Proposed intersection at MD 231 - collector road
23. Proposed full interchange at MD 231 - west bypass
24. Park and Ride lot
25. St. Paul's Episcopal Church - Historic Site (NRE)
26. Linden (John Gray House) - Historic Site (NRE)
27. Central School - Historic Site (NRE)
28. Calvert High School
29. Proposed full interchange at MD 402 - east bypass
30. Calvert Country School
31. Calvert Elementary School
32. Proposed full interchange at MD 402 - east bypass

33. The Reserve - Historic Site (PNRE)
34. Wolf Trap - Historic Site (PNRE)
35. Proposed intersection at Stoakley Road - collector road  
Proposed crossing at Stoakley Road - west bypass
36. W-39 (PFO), Mill Creek

Throughout the field review several comments, questions, and suggestions were brought forward. All will be addressed.

- Paul Wettlaufer asked if we had considered extending the two longer east bypasses north to tie-in past Plum Point Road. This would eliminate all the traffic signals in the immediate area and improve traffic flow.
- Paul Wettlaufer suggested that if an east bypass ties in at the northernmost point (#4 on map), we should consider replacing the signalized intersection at MD 2/4 and Plum Point Road with an interchange to facilitate smooth traffic flow.
- Paul Wettlaufer suggested an alignment change to the northeast portion of the proposed collector road. The change would move the alignment completely behind the hospital property and smooth out the roadway geometry.
- Jerry Barkdoll asked how many beds Calvert Memorial Hospital had and if there were any plans for expansion. There are approximately 150 beds and no plans for expansion.
- Frank Jacklitsch mentioned that although the county wants to someday complete the middle loop of the collector road system including the overpass, if a bypass were built, the overpass would not be needed. Fox Run Boulevard could then be extended to complete the loop, at grade.
- Jerry Barkdoll asked if the Rescue Squad and the Fire Station serve the same parts of the County and if they were manned by County employees. Both facilities are volunteer operations and serve the same district in the Prince Frederick area.
- Paul Wettlaufer asked if there was an existing railroad bed or utility line at the south end on the west side of Sullivan Branch. If the land were clear, then it could be used for part of the collector road system.

- Paul Wettlaufer questioned if there was a break in the wetland at Parker Creek (around W-22). If so, the collector road could possibly be extended southward, and not have to cross Sullivan Branch as now proposed.
- Mohammad Ebrahimi was concerned about the drainage area of Parker Creek and whether it was large enough to require a box culvert and/or a permit if crossed by a bypass.
- Michelle Gomez asked about the construction just north of MD 765 on both the east and west sides of MD 2/4. It is BG&E installing a 500 KV power line from Calvert Cliffs Nuclear Power Plant to Chalk Point.
- Judy Cole informed us that the cypress related to Battle Creek Cypress Swamp Preserve is found throughout the wetlands associated with this stream. A detailed natural technical analysis will be done to determine more exact locations.
- David Boellner felt that a meadow located adjacent to W-28 could be a possible wetland mitigation site.
- Paul Wettlaufer suggested another east bypass alignment that would tie-in closer to the north end of the town center and avoid two historic properties - the Reserve and Wolf Trap.

An additional field review has been scheduled for November 12, 1993 to investigate potential wetland impacts associated with the bypass alternates. SHA, COE, DNR, FWS and EPA will be invited to attend.

LHE:LER:as  
Attachment

- cc: Attendees
- Mr. Pete Claggett
  - Mr. Bob Cooper
  - Ms. Beth Hannold
  - Ms. Michele Huffman
  - Mr. Neil J. Pedersen
  - Mr. Ken Pensyl
  - Mr. Bill Schultz
  - Mr. Douglas Simmons
  - Ms. Cynthia Simpson
  - Mr. Sean Smith
  - Mr. Pete Stokely
  - Mr. Jim Tracey
  - Ms. Christine Wells

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**MEMORANDUM**

To: File  
From: Lee Carrigan  
Date: November 16, 1993  
Subject: MD 2/4 Wetland Field Review for Bypasses with Agencies

SHA staff, County staff and agency personnel attended a wetland field review of the bypass areas on November 12, 1993. Areas of good or bad crossings of wetlands were identified as well as quality of wetlands and size of wetlands. SHA attendees noted agency comments and will modify the bypass alignments accordingly. This meeting was a continuation of the October 21, 1993 agency field review, but was focused strictly on wetland issues.

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**THE WILSON T. BALLARD COMPANY  
17 GWYNNS MILL COURT  
OWINGS MILLS, MARYLAND 21117**

**OFFICE MEMORANDUM**

**DATE TYPED:** October 11, 1995

**PROJECT:** MD 2/4 - Prince Frederick

**FILE:** 0100-204.02

**SUBJECT:** Wetland Jurisdictional Field Review held on October 5, 1995

**PRESENT:**

Ms. Carmen Harris	State Highway Administration - PPD
Ms. Anne Elrays	State Highway Administration - PPD
Ms. Judy Cole	MDE - Nontidal Wetlands
Mr. Bill Davitt	SHA District 5
Mr. Dave Brownlee	Calvert County Planning and Zoning
Ms. Randi Vogt	Calvert County Planning and Zoning
Mr. Art Coppola	Army Corps of Engineers
Mr. Vance Hobbs	Army Corps of Engineers
Mr. Bill Schultz	U.S. Fish and Wildlife Service
Mr. Roy Pool	The Wilson T. Ballard Company
Mr. George Fleagle	The Wilson T. Ballard Company
Mr. Mark Lotz	The Wilson T. Ballard Company

A Wetland Jurisdictional Field Review was held on October 5, 1995, starting at 10:00 a.m. This review allowed participants an opportunity to provide comments on wetland and Waters of the U.S. boundaries, established by The Wilson T. Ballard Company, and the alternatives developed in this study. A handout indicating the wetlands, Waters of the U.S., the alternatives on 1"=600' scale mapping and their impacts was provided.

Carmen Harris and Mark Lotz provided an overview of the project and the alternates being developed for detailed study. Included in the discussion was clarification that the bypass alignments, which were reviewed in the field by the agencies approximately two years ago, are not included among the alternates that are being carried through the NEPA process. The alternates in the NEPA study consist of Alternate 4 Modified (widen existing - 4 thru lanes), Alternate 5 (widen existing - 6 thru lanes) and the Collector Road.

Also in the discussion was a review of key project steps that have taken place, including agency concurrence on project purpose and need in June, 1994. The Corps of Engineers and U.S. Fish and Wildlife Service representatives could not recall that such concurrence was provided. Ms. Harris will distribute copies of the signed documents to the agencies. The immediate goal is to obtain concurrence from the agencies on Alternates Retained for Detailed Studies.

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The field review began at the proposed Collector Road crossing of MD 402 and proceeded in a northerly direction (generally counter-clockwise) along the Collector Road alignment.

#### W-10

Mr. Schultz inquired as to the feasibility of shifting the Collector Road 200'± further west to cross a narrower portion of W-10. Participants concurred on delineation.

#### W-9

Mr. Schultz requested that the alignment be shifted east 100'± to make use of an existing dam for the proposed roadway embankment. Coordination should be initiated to determine who has jurisdiction over the dam (e.g., does it fall under SCS 378 Guidelines?); a dam breach analysis needs to be performed at subsequent stages of the design. Participants concurred on delineation.

There were Cypress Tree Knees found in the vicinity of W-9, 100' - 200' outside the proposed right-of-way, which have been removed with recent logging operations by the property owners. These were the only such sightings in the project area. A letter documenting the non-existence of Cypress Trees needs to be sent to MDE.

#### W-6, W-7 and W-8

W-6 is part of the same stream system as W-2 and W-9 and would be impacted by the proposed extension of Fox Run Blvd. W-7 and W-8 are stormwater management ponds adjacent to W-6. W-8 was incorrectly flagged during the initial field delineation, due to some confusion in interpretation of the mapping, and will be corrected. It does not appear that W-8 would be affected. Otherwise, participants were in agreement on delineation.

Agency representatives did not feel that it was necessary to view U.S. 7 or any of the other Waters of the U.S. locations.

#### W-2

W-2 is considered an extremely high quality wetland. As a result of initial delineation, minimization alignments were developed, just prior to this field review, which the agencies see as an improvement over the original basic alignment, but they requested that one more minimization alignment be developed. This shift, which would deviate up to 1000' west from the original alignment over a distance of approximately 3500', would take the Collector Road immediately behind the Fox Run Shopping Center and cross wetland

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W-6 further upstream in the system, at a location where the stream is more degraded.

One minimization alignment has been developed and was presented which appears to impact less of W-2 and also avoids the Dorsey historic property. The wetland had not been delineated in the area crossed by the minimization alignment due to the distance from the original Collector Rd. location. Participants concurred that the W-2 boundary continues downstream parallel to the contour lines, generally along the tree line indicated on the mapping.

Mr. Schultz stated that he would like to spend more time reviewing W-2 during a subsequent field visit.

**W-1**

W-1 is part of the Fox Run Creek system north of Stoakley Road, beyond the currently dead-ended Theater Drive. The Collector Road would be a northerly continuation of Theater Drive across the creek. Participants concurred on delineation. Mapping needs to be updated to include the Vehicle Emissions Testing Station and associated stormwater management pond at the Stoakley Rd./Theater Drive intersection.

**W-3**

Mr. Coppola requested that an avoidance/minimization alignment be studied that would abandon use of the 500'± long constructed segment of Theater Drive and cross Stoakley Road about 600' - 800' east of Theater Drive, at a skew. Participants concurred on delineation.

**ADDITIONAL FIELD REVIEW SCHEDULED**

Time did not permit the review of all areas, and a subsequent field review was scheduled for Tuesday, October 17, 1995 at 9:00 a.m.

By Mark B. Lee

cc: Mr. Lee Carrigan  
Attendees

264

THE WILSON T. BALLARD COMPANY  
17 GWYNNS MILL COURT  
OWINGS MILLS, MARYLAND 21117

OFFICE MEMORANDUM

**DATE TYPED:** October 17, 1995

**PROJECT:** MD 2/4 - Prince Frederick

**FILE:** 100-204.02

**SUBJECT:** 2nd Wetland Jurisdictional Field Review held on October 17, 1995

**PRESENT:**

Ms. Carmen Harris	State Highway Administration - PPD
Ms. Carol Ebright	SHA - PPD Archeology
Mr. Vance Hobbs	Army Corps of Engineers
Mr. Steve Elinsky	Army Corps of Engineers
Mr. Bill Schultz	U.S. Fish and Wildlife Service
Mr. Roy Pool	The Wilson T. Ballard Company
Mr. Mark Lotz	The Wilson T. Ballard Company

A second Wetland Jurisdictional Field Review was held on October 17, 1995. This review was a follow-up to the October 5, 1995, at which the review of all areas was not completed.

**W-3**

A collector road alignment shift south of Stoakley Road to avoid W-3, which was previously suggested by the Corps, was further discussed and dropped.

**W-4 and W-5**

The delineations of W-4 and W-5 were reviewed and concurred upon



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Office Memorandum  
October 17, 1995  
Page 2

**W-11 and W-12**

W-11 and W-12 would be impacted by the "County Portion" of the collector road (west of MD 2/4, between MD 402 and MD 231), which has already received permits for construction, according to Frank Jaklitsch of Calvert County. The County will provide copies of the permits to the agencies. Delineations were concurred upon.

**W-15**

Mr. Schultz voiced serious concerns about the crossing of W-15. He requested additional field reviews to determine the narrowest crossing. Multiple alignment studies need to be made to determine the location that would result in the least impact.

By Mark A. [Signature]

cc: Mr. Lee Carrigan

246  
THE WILSON T. BALLARD COMPANY  
17 GWYNNS MILL COURT  
OWINGS MILLS, MARYLAND 21117

OFFICE MEMORANDUM

DATE TYPED: October 25, 1995

PROJECT: MD 2/4 - Prince Frederick

FILE: 0100-204.02

SUBJECT: Field Review/Survey - October 19, 1995

PRESENT: Mr. Bill Schultz U.S. Fish & Wildlife Service  
Mr. Howard Erickson The Wilson T. Ballard Company

The following was accomplished cooperatively by Bill Schultz and me on-site in the MD 2/4 project area, Prince Frederick:

1. Wetland W-2 (near hospital) - The entire length of this wetland was walked. Three transects were laid out using compass and 100' measuring tape. They are labeled "A", "B", and "C" on the attached map. Mr. Schultz is recommending that "C" be used by SHA. "C" is 97'± in "width" via our measurement. Orange flagging was used to mark the transects.
2. Wetland W-15 (south end of project) was completely walked/reviewed. Nine transects were laid out. All are not shown on map but are flagged in the field with orange tape. Transect #1 labeled on the map is 124' in "width" and is recommended for use by Mr. Schultz for this portion of the SHA roadway project.
3. Wetland W-6 was walked along its entire length. Mr. Schultz has serious problems/concerns that the longitudinal fill that would result from Vance Hobbs' (COE) suggested alignment behind the Giant, Pebbles, K-Mart complex would be quite ill-advised. He will take this question up with the Corps of Engineers.

BY Howard P. Erickson

HE:kd

Attachment

cc: Mr. Lee Carrigan

File

267



PROJECT  
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
841 Chestnut Building  
Philadelphia, Pennsylvania 19107-4431  
MAR 20 3 03 AM '96

March 19, 1996

Mr. Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division  
Maryland State Highway Administration  
P.O. Box 717  
Baltimore, MD 21203-0717

Re: MD 2/4 from MD 231 to Stoakley Road, Calvert County

Dear Mr. Kresslein:

Thank you for your November 28, 1995 response to our comments dated October 16, 1995 regarding the Alternatives Retained for Detailed Study for the above referenced project. We believe that you have addressed our comments and thus concur with your alternatives.

Please keep us informed of the continued progress on this project. The appropriate address is: Roy E. Denmark, Jr., NEPA Program Manager, 3EP30, 841 Chestnut Building, Philadelphia, PA, 19107.

Sincerely,

Roy E. Denmark, Jr.  
NEPA Program Manager

V-169

~~ATN~~

ATN

ANN  
E/ices

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Mr. Roy Denmark  
Page Two

Concurrence:

Donnell Allen for Roy Denmark  
Environmental Protection Agency

3/19/96  
Date /

LHE:JK:skt

Attachment

cc: Ms. Mary Ann Boyer  
Mr. Lee Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph Kresslein  
Ms. Gay Olsen  
Ms. Cynthia Simpson  
Mr. Alan Straus



**Maryland Department of Transportation  
State Highway Administration**

PROJECT  
1995  
AUG 25 9 35 AM '95

269

David L. Winstead  
Secretary  
Hal Kassoff  
Administrator

August 31, 1995

RE: Contract No. C 413-101-570  
MD 2/4 from MD 231 to Stoakley Road  
Calvert County  
PDMS No. 042042

Mr. Keith Harris  
Special Projects Section  
US Army Corps of Engineers  
P.O. Box 1715  
Baltimore MD 21201

Attn: Mr. Art Coppola  
CENAB-OP-R

Dear Mr. Harris:

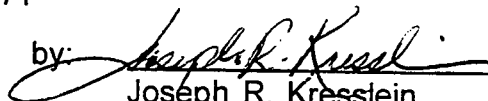
In accordance with the combined NEPA/404 process, the Maryland State Highway Administration seeks your concurrence on the signature line below indicating your agreement with the attached description of Alternates Retained for Detailed Study for the MD 2/4 project. A draft version was sent to you for review prior to the Alternates Retained for Detailed Study presentation at the Interagency Review Meeting held on August 16, 1995.

Please provide us with your concurrence or response by October 16, 1995, addressed to the attention of Ms. Gay L. Olsen in the Project Planning Division. Should you have any questions, please feel free to call Joseph Kresslein at (410) 333-1180.

Very truly yours,

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

V-171

by:   
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

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

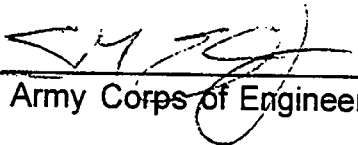
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

870

Mr. Keith Harris  
Page Two

Concurrence:

  
US Army Corps of Engineers

19 MARCH 1996  
Date

LHE:JK:skt  
Attachment

cc: Mr. Lee Carrigan  
Mr. Louis H. Ege, Jr.  
Mr. Joseph Kresslein  
Ms. Gay Olsen  
Ms. Cynthia Simpson  
Mr. Alan Straus

NOTE THIS CONCURRENCE REFLECTS  
THE REVISED COPY OF MD SRA'S  
REQUEST FOR CONCURRENCE ON  
ALTERNATES RETAINED FOR DETAILED  
STUDY DATED 23 FEB 96.



**Maryland Department of Transportation**  
**State Highway Administration**

271

David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

November 8, 1996

Re: Project No. CA 413B11  
MD 2/4 - Prince Frederick Area  
Calvert County  
PDMS No. 042042

Mr. Keith Harris  
Special Projects Section  
U.S. Army Corps of Engineers  
CENAB-OP-R  
P.O. Box 1715  
Baltimore MD 21201

Attention: Mr. Vance Hobbs

Dear Mr. Harris:

In accordance with the combined NEPA/404 process, the Maryland State Highway Administration requested and received your concurrence on the Purpose and Need and Alternates Retained for Detailed Study for the MD 2/4 project on October 18, 1993, and March 19, 1996, respectively. Subsequently, because concurrence with the purpose and need was conditioned upon provision of adequate traffic capacity at all major intersections in the project area for the design year 2015, the selected alternate was modified to include double left turns from eastbound MD 231 to northbound MD 2/4 and from northbound MD 2/4 to westbound MD 231. With this intersection modification, Selected Alternate 5 will provide adequate capacity in the design year at all major intersections within the project area.

Because the selected alternate will impact less than one acre of wetland, require minimal stream disturbance (40 linear feet) and will have no effect on significant cultural resources, you agreed at the October Interagency meeting that mitigation could be included as part of the permit conditions. As such, specific mitigation measures for wetland/stream impacts will not be discussed in the final environmental document.

V-173

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

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

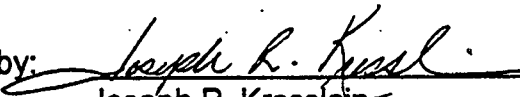
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Mr. Keith Harris  
MD 2/4  
Page Two

We appreciate the cooperative effort put forth by your staff in finding a balanced solution that will minimize environmental impacts as well as relieve congestion and improve safety through the Prince Frederick area.

Very truly yours,

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

by:   
Joseph R. Kresslein  
Assistant Division Chief  
Project Planning Division

LHE:AE

cc: Ms. Danielle Algazi (EPA)  
Mr. Terry Clark (MDE)  
Ms. Beth Cole (MHT)  
Mr. Ray Dintaman (DNR)  
Mr. Louis H. Ege, Jr.  
Ms. Mary Huie  
Mr. Joseph Kresslein  
Ms. Gay L. Olsen  
Mr. Mark Radloff  
Ms. Cynthia D. Simpson  
Mr. Bill Schultz (USFWS)  
Mr. Alan Straus  
Ms. Christine Wells (MOP)



VI.

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VI.

**APPENDICES**

VI.

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SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE  
STATE HIGHWAY ADMINISTRATION OF MARYLAND

All State Highway Administration projects must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L. 100-17), the Annotated Code of Maryland entitled "Real Property Article" Section 12-112 and Subtitle 2, Sections 12-201 to 12-212. The Maryland Department of Transportation, State Highway Administration, Office of Real Estate administers the Transportation Relocation Assistance Program in the State of Maryland.

The provisions of the Federal and State laws require the State Highway Administration to provide payments and services to persons displaced by a public project. The payments include replacement housing payments and moving costs. The maximum limits of the replacement housing payments are \$22,500 for owner-occupants and \$5,250 for tenant-occupants. Certain payments may also be made for increased mortgage interest costs and incidental expenses. In order to receive these payments, the displaced person must occupy decent, safe and sanitary replacement housing. In addition to these payments, there are also moving expense payments to persons, businesses, farms and non-profit organizations. Actual moving expenses for residences are reimbursed for a move of up to 50 miles or a schedule moving payment of up to \$1,300 may be used.

The moving cost payments to businesses are broken down into several categories, which include actual moving expense payments, reestablishment expenses limited to \$10,000 or fixed payments "in lieu of" actual moving expenses of \$1,000 to \$20,000. Actual moving expenses may also include actual direct losses of tangible personal property and expenses for searching for a replacement site up to \$1,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is to be one-half of the net earnings, before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$1,000 and reestablishment expenses up to \$10,000 or a fixed payment "in lieu of" actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000, based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "in lieu of" actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the "Relocation Assistance" brochure that will be distributed at the public hearing for this project and be given to displaced persons.

In the event comparable replacement housing is not available to rehouse persons displaced by public projects or available replacement housing is beyond their financial means, replacement "housing as a last resort" will be utilized to accomplish the rehousing. Detailed studies must be completed by the State Highway Administration before "housing as a last resort" can be utilized.

Federal & State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced person.